parkdale

Area Redevelopment Plan

Bylaw 6765 And Explanations

This Office Consolidation has been prepared for convenience of reference. Bylaw #6765 and Schedules thereto should be consulted for purposes of legal interpretation and application.

December, 1983

Parkdale

MUNICIPAL PLANNING COMMISSION
ACTION: Supported 1982 10 28

ENCLOSURE I

As to Form _____
Municipal Planning Commission

_____
Secretary

BYLAW NO. 6765
Parkdale Area Redevelopment Plan Bylaw

A Bylaw to designate Parkdale as a Redevelopment Area, to adopt the Parkdale Area Redevelopment Plan and to impose a Redevelopment Levy on Developments within the Redevelopment Area,

WHEREAS the Parkdale Area is a changing area within the City of Edmonton; and

WHEREAS it is deemed in the public interest to pass a Redevelopment Plan Bylaw for the Parkdale Area, pursuant to section 66 of the Planning Act, R.S.A. 1980, c.P-9, as amended; and

WHEREAS a redevelopment levy may be imposed by Council on certain developments within the Parkdale Area, pursuant to section 66 of the Planning Act;

NOW THEREFORE the Municipal Council of the City of Edmonton, after due compliance with the provisions of the Planning Act and duly assembled, hereby enacts as follows:

1. The Parkdale Area as shown on the map annexed hereto as Schedule "A," is hereby designated as a redevelopment area (hereinafter referred to as "the Redevelopment Area"), pursuant to section 65(a) of the Planning Act, for the purposes defined therein.

2. The Parkdale Area Redevelopment Plan annexed hereto as Schedule "B" is hereby adopted as the Parkdale Area Redevelopment Plan, pursuant to section 65(b) of the Planning Act.

3. (a) As a condition of the issuance of a redevelopment permit in the Redevelopment Area, a redevelopment levy shall be imposed as follows:

   (i) a redevelopment levy in the amount of Eight Hundred ($800.00) Dollars per dwelling unit shall be imposed on each successful applicant for a development permit for a residential development or that portion of a mixed-use development that is for residential use in the Redevelopment Area; and

   (ii) a redevelopment levy of Nine ($9.00) Dollars per square metre of net floor area, as that term is defined in Bylaw No. 5996 being the Edmonton Land Use Bylaw as amended, shall be imposed on each successful applicant for a commercial, industrial or office development, or that portion of a mixed-use development that is for commercial, industrial or office uses.

   (b) The City's Redevelopment Levy Policy, adopted by Council resolution on 1982 10 12, and as amended from time to time, shall provide the regulations for the Administration and implementation of the Redevelopment level within the Parkdale Plan Area.

READ a first time this day of A.D. 1983;
READ a second time this day of A.D. 1983;
READ a third time and duly passed this day of A.D. 1983.

THE CITY OF EDMONTON

_____
MAYOR

_____
CITY CLERK

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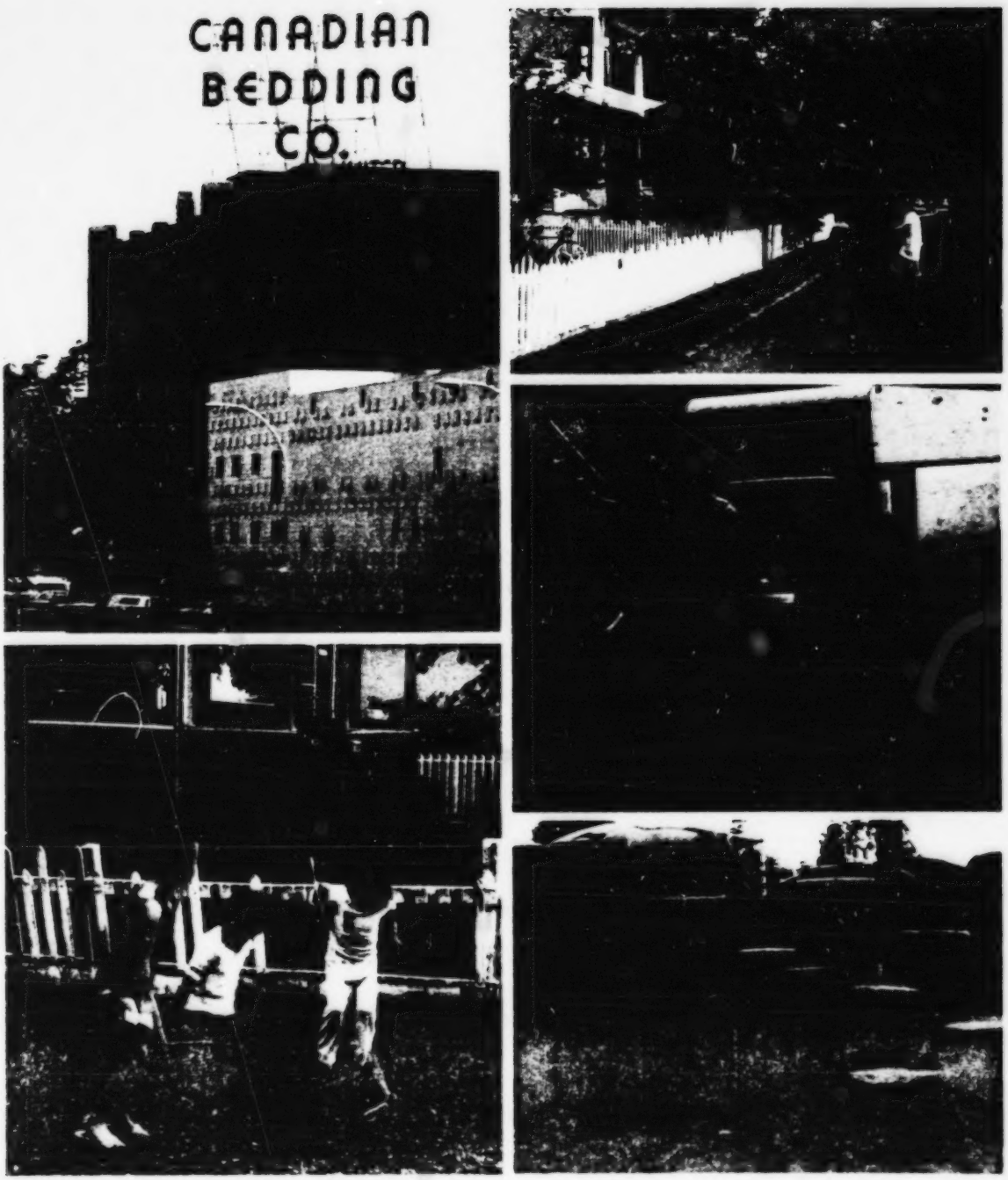
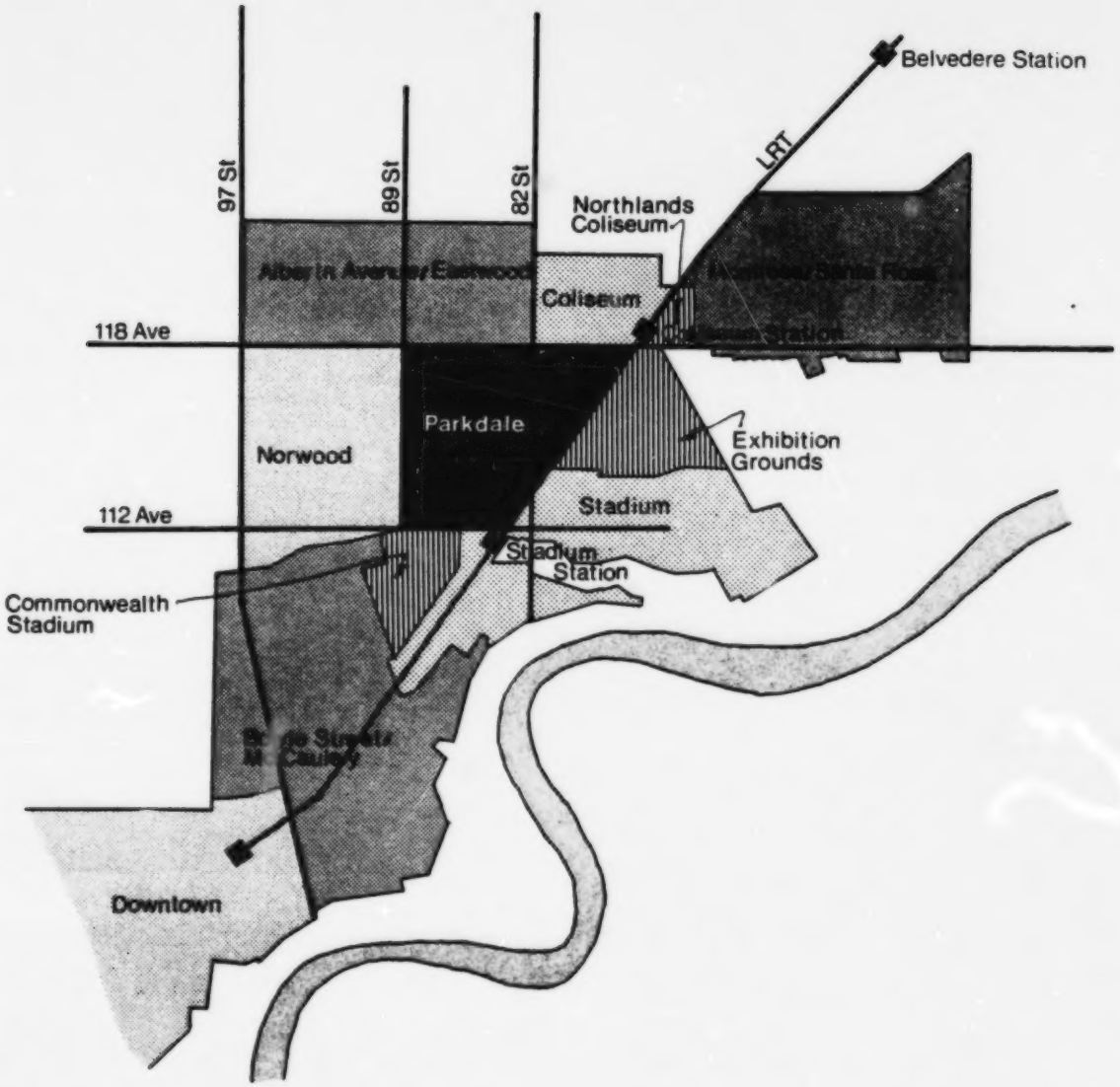

CANADIAN
BEDDING
CO.

Parkdale

LOCATION OF PARKDALE IN EDMONTON



I. INTRODUCTION

1. Authority for the Plan

At its 1978 11 14 meeting, City Council concurred with the recommendation of the 1978 Neighbourhood Selection Report that Parkdale be selected for the Community Services Program (C.S.P.). Parkdale was subsequently approved by the Province as a C.S.P. area in August 1979 and in December 1979 preparation of the Parkdale Area Redevelopment Plan was initiated.

2. Planning Framework

Sections 65, 66 and 67 of the Planning Act, R.S.A. 1980, c.P-9, provide for Council to adopt an Area Redevelopment Plan. An Area Redevelopment Plan constitutes an integral part of the hierarchy of statutory plans and as such, must conform to any statutory plans previously enacted. In this case, the legislation is the General Municipal Plan.

The General Municipal Plan states that Area Redevelopment Plans are to be used as a means for directing the "preservation, rehabilitation, and/or redevelopment of developed areas in the City". As part of the overall growth strategy, the General Municipal Plan encourages higher residential densities throughout the inner-city and intensified mixed-use development near LRT stations. The General Municipal Plan directs that the negative impacts of commercial and transportation uses on adjacent areas be reduced. The General Municipal Plan also places emphasis on acquiring and developing park space in inner-city neighbourhoods and to optimize the use of existing recreation space and facilities. The Parkdale Area Redevelopment Plan applies these objectives of the General Municipal Plan to the specific issues and potentials of Parkdale which are outlined in this plan.

3. Plan Process

The Parkdale community was designated for Community Services Program (C.S.P.) funding as it was considered a community in need of both capital improvements and detailed planning. Tri-level government funding through C.S.P. provided $830,400 which was allocated to the following:

- new Community Centre $486,750
- landscape Community Centre park, playground and park improvements to Parkdale and St. Alphonsus school grounds $316,650
- installation of lane lighting throughout community $ 27,000

The need for detailed planning resulted from the establishment of the LRT and the subsequent pressure for higher density redevelopment around the Stadium and Coliseum LRT Stations, both of which are adjacent to Parkdale.

Data on the community was collected and analysed, culminating in the publication of a Neighbourhood Profile Report in February 1980. Two community workshops were held, and a questionnaire survey was conducted to determine the major issues as perceived by the citizens. An Issue Report summarizing the major issues was sent as an information report to City Council in June 1980. From these issues, objectives for the plan area were developed. Alternative strategies to achieve these objectives and resolve the issues were then prepared, presented to, and evaluated by the public. Based on these discussions, a Working Paper was prepared for the purpose of outlining the various issues and suggested recommendations as well as proposing Land Use Districts for the community. The Paper was circulated

for discussion and comments to all relevant departments, agencies and citizens and served as the basis for the preparation of the Draft Plan. The draft plan was then presented to the Administration, residents, property owners and business people in Parkdale. Upon revisions, the Final Plan was prepared.

4. Plan Format

The format of the plan is intended to facilitate the presentation of the community objectives and the policies and recommended actions developed to achieve these objectives. The Plan is organized to present policies according to topic: land use, traffic circulation, community services, etc. For each policy there is a policy number, the policy statement, the objective of the policy and additional explanation, and a recommended summary of action.

The Plan is accompanied by:

1. the Implementation Document which contains Council's instructions to City departments and agencies to implement the policies and recommendations of the Plan.

2. Bylaw 6766, an amendment to the Edmonton Land Use Bylaw which outlines the application of the land use districts for the Plan area.

II. PLAN PROFILE

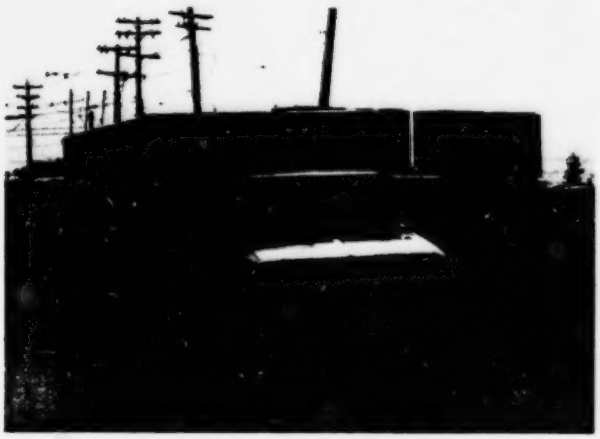
1. Existing Character

The Parkdale community is bounded by 118 Avenue on the north, 112 Avenue on the south, 89 Street on the west, and the LRT/CNR track on the east. Since its development prior to World War I, Parkdale has functioned primarily as a low-density residential neighbourhood for working-class people. Norwood Boulevard (111 Avenue) and Alberta Avenue (118 Avenue) served as the local commercial arterials while the old Fort Trail leading from the outskirts of Edmonton to Fort Saskatchewan traversed the Parkdale community.

Located between the newer areas to the north and north-east and the downtown, Parkdale shares with other inner-city neighbourhoods the problem of increasing vehicular traffic travelling through the Community. Like other older, inner-city neighbourhoods, Parkdale's population has been declining over the last 20 years with the 0-9 year age group experiencing the greatest decline. The percentage of elderly in Parkdale is almost double the percentage for Edmonton as a whole. Not only is the community population declining and aging, but its family component has also decreased. Today, over four-fifths of the community's households are categorized as non-family (ie. adult and seniors singles, pairs, and groups).

These population changes together with the development of large city-wide facilities adjacent to Parkdale, (i.e. Commonwealth Statium, LRT, Northlands Exhibition, Coliseum) and the many proposed land use and transportation changes[1] has created an aura of instability within the community.

[1] Land use and transportation proposals affecting the community have been documented in the Northeast Light Rail Transit Corridor Study and the draft Coliseum/Stadium Station A.R.P.



2. Major Issues

There are four major issues facing the Parkdale Community.

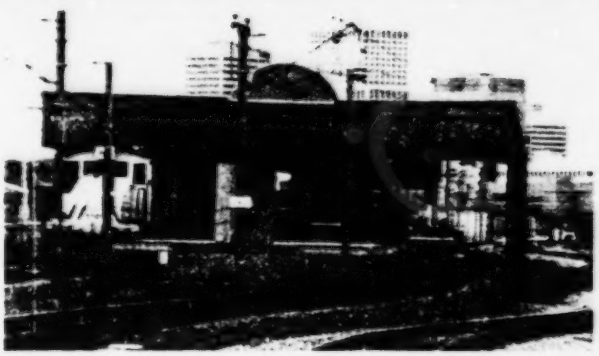
1. Redevelopment Pressure: Like many other older, inner city communities, Parkdale's primarily low-density, single-family housing character is threatened by redevelopment pressure for higher-density built-form and encroachment of non-residential uses. Redevelopment pressure is increased in areas of the community close to the Coliseum and Stadium LRT stations, due to increased development potential brought about by the LRT, as well as long-standing City policy to increase development in order to increase transit ridership.

2. Presence of Arterial Roads: The existing arterial road network fragments Parkdale into five sections, discouraging community integrity and stability, and reducing pedestrian access to recreational and community facilities. Through-traffic using these arterials poses safety hazards for residents and results in problems of noise, vibration, pollution, and property damage.

3. General Community Appearance and Condition: The Parkdale Plan Team in conjunction with the community has also identified a number of current local issues which, loosely grouped together, fall under a general concern with the run down appearance of Parkdale. The poor condition and maintenance of the community's infrastructure and properties contributes significantly to the

perception, on the part of its residents, of a community in decline.

4. Community Instability: The issues related to transportation, major events, and general environment result in a perception of community instability. This perception is reinforced by uncertainties concerning proposed transportation improvements; future land use changes; and ever present redevelopment pressure. The community's instability in turn, encourages trends detrimental to the quality of the community, (example: poor maintenance of homes, and increased number of transient residents).



Further issues were also identified during the plan process:

- shortage of commercial and residential parking
- shortage of park space
- presence of land use incompatibilities
- need for an attractive 118 Avenue commercial shopping district

3. Plan Goals

The major goal of the Parkdale Area Redevelopment Plan is to ensure the continued viability of Parkdale as an inner-city neighbourhood by maximizing the useage of the LRT and minimizing the impact of arterial roadways. The Parkdale Plan Team has also identified nine additional goals that the Plan is intended to accomplish.

1. To direct development in Parkdale over the next ten years in accordance with the policies of the General Municipal Plan.

2. To maintain Parkdale as a stable, family oriented residential community.

3. To preserve the low density, residential character of the community while encouraging higher-density redevelopment in specific areas.

4. To minimize the incompatibility of land use.

5. To improve the quality of the general living environment of the community.

6. To reduce those problems in Parkdale associated with major events held at Commonwealth Stadium and Northlands Coliseum.

7. To relocate arterial roadways to the periphery of the community, and minimize the impact of traffic within Parkdale.

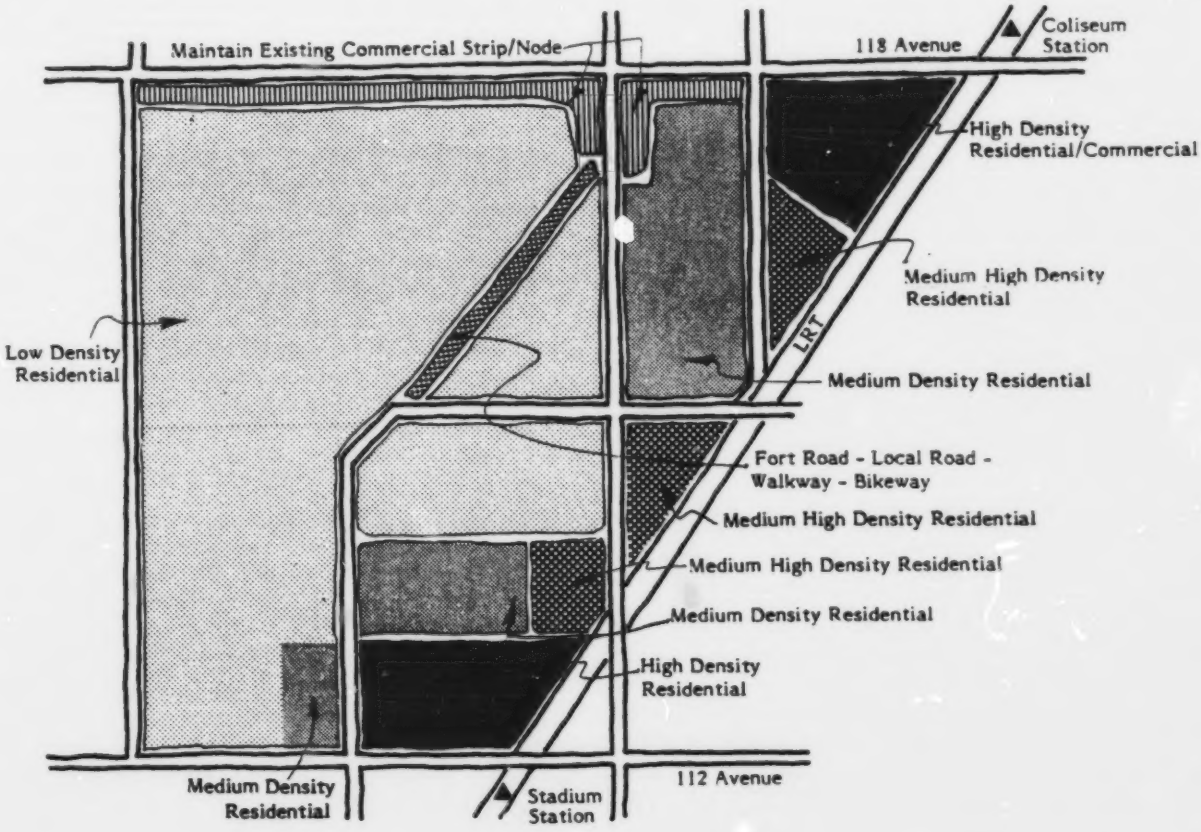
8. To establish the priorities for developing future recreational opportunities in Parkdale.

9. To promote the viability of 118 Avenue as a commercial strip.

4. Plan Strategy

The planning strategy for Parkdale is directed towards providing a long term land use policy that will reinforce the low density residential scale and character of the community yet provide increasing densities and heights in those areas that are in close proximity to the Stadium and Coliseum LRT stations. Medium high residential development is proposed in those areas immediately adjacent to arterial roadways at the LRT track so as to buffer low-density residential areas from the impacts of heavy vehicular traffic and noise and to

OVER-ALL LAND USE CONCEPT



Major Components:

- Maintain stable portions of Parkdale for low density residential use
- Maintain and improve 118 Avenue commercial strip
- Focus high density redevelopment near L.R.T. stations
- Encourage redevelopment of areas impacted by L.R.T. and arterial roadways for medium density residential use
- Limit through traffic to 82, 80, and 86 Streets and 115 Avenue (80 - 86 St.)

encourage development of more compatible land uses.

This land use policy is closely tied to the policies concerning the community's transportation network. Specifically, the continued stability of Parkdale as a family-oriented residential community relies on redirecting vehicular traffic so that it does not continue to dissect the community into isolated sections. In the case of the Parkdale Area Redevelopment Plan this has meant both a short-term and a long-term solution to the presence of arterials. The short-term scenario provides that the Fort Road between 115 and 118 Avenues should no longer function as an arterial roadway. The long-term and optimum scenario proposes that the lower section of the Fort Road link (86 Street between 112 and 115 Avenues and 115 Avenue between 82 and 86 Streets) should also be removed from the arterial roadway network once certain roadway improvements are completed in north-east Edmonton.

The land use policies set forth in this document are based on the long term roadway scenario, as the Planning Department believes that the goals of the Parkdale community can best be achieved by the removal of arterial roads from the community. A policy on amending the Parkdale Area Redevelopment Plan once certain transportation changes are approved by Council, is contained within the Plan.

III. PLAN POLICIES AND OBJECTIVES

1. Introduction

The policies and interpretations stated in the following sections of the Parkdale Area Redevelopment Plan shall apply to the entire Plan area as described in Schedule A, except where stated otherwise.

For the purpose of this Bylaw, "Policy" shall mean the policy of Council with respect to all matters relating to the Parkdale Plan Area.

Statements under the heading "Objective" provide the justification for the corresponding policies and are intended to assist in interpreting policy implications with respect to implementation or enforcement where this may be necessary.

Statements under the heading "Summary of Action" serve to identify the implementation and enforcement authorities charged with carrying out the Plan policies.

All drawings are included for illustrative purposes. Maps referred to as Schedules are included by law as part of the Plan Bylaw.

POLICY 2.1 GENERAL LAND-USE POLICY

It is the Policy of Council that:

Residential and commercial densities in Parkdale will be increased in selected locations as detailed in subsequent policies.

Objectives:

To reinforce the existing residential scale and character in the community.

To optimize the locational advantage of those area adjacent to the LRT by accommodating increased residential and commercial uses.

Summary of Action:

Specific actions as outlined in subsequent policies.

Explanation:

The stability of Parkdale as a residential community is threatened by continued redevelopment pressure. It is the policy of this Plan to focus redevelopment in Parkdale to those areas which can best utilize the LRT and which pose the least impact on the stable low-density portions of the community.

GENERAL LAND-USE POLICY

POLICY 2.2

It is the Policy of Council that:

Density, height, and mass of new development will decrease as the distance from the LRT station increases.

Objective:

To provide a transition zone between higher density development and single family housing.

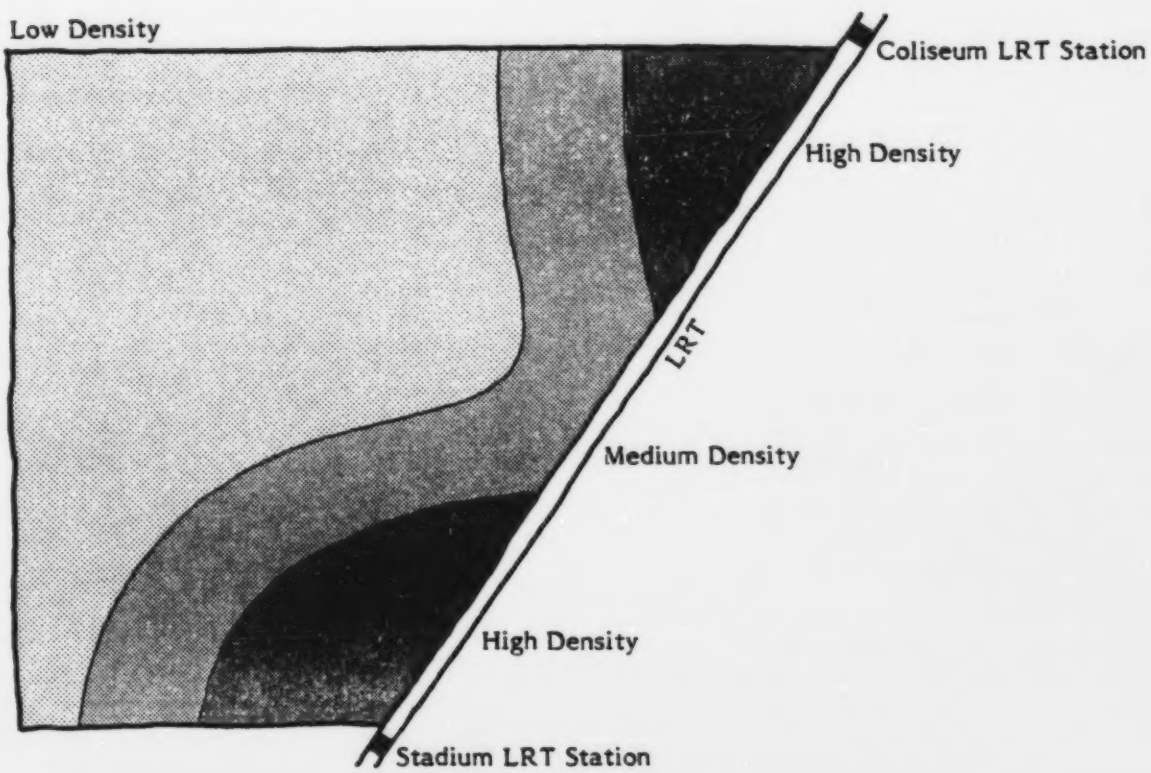
Summary of Action:

Specific actions to implement this transition are detailed in subsequent policies.

Explanation:

The impact of higher density development in adjacent lower density development can be minimized by utilizing transition zoning and sensitive building design.

TRANSITION CONCEPT



POLICY 2.3 GENERAL LAND USE POLICY

It is the Policy of Council that:

Future residential development in Parkdale will provide for a mix of unit types. This will be defined by size, amenity space, and access. Family oriented housing will be especially encouraged.

Objectives:

To provide for a variety of housing choices in a community adjacent to LRT stations.

To reinforce the residential nature of the community.

To encourage innovative design to better integrate existing and proposed built form in the community.

Summary of Action:

The Administration will encourage development applications which provide for family-oriented housing as well as applications which propose to provide a variety of unity types within a development.

Explanation:

This policy will allow for the development of:

non-family accommodation that would permit elderly citizens to remain in the community.

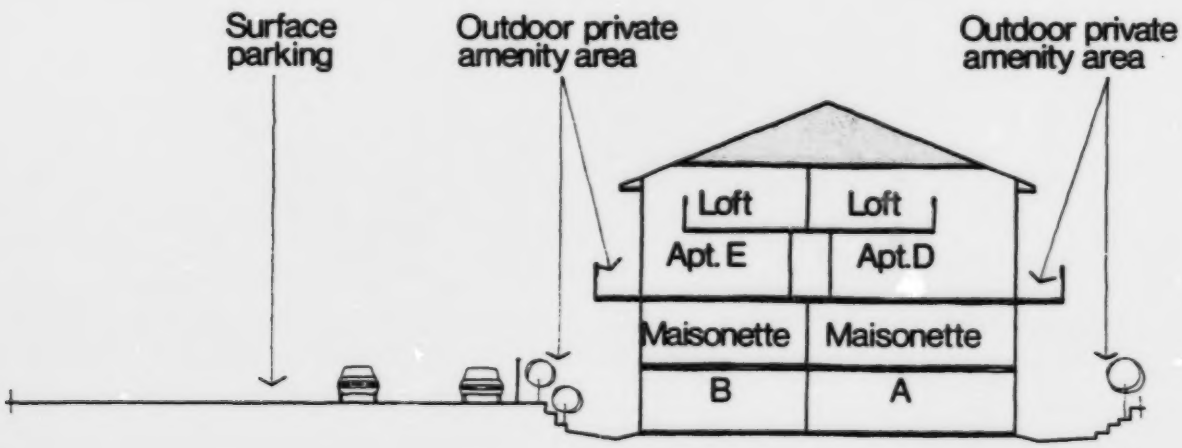
the integration of newer housing forms within the fabric of the existing community.

The policy supports the General Municipal Plan Objective 5.B:

"...to increase the amount of future housing accommodated in the inner city with a strong emphasis on family housing."

and Policy 5.B.2 which proposes that:

"...variety in unit types and densities be encouraged in inner city areas."



RESIDENTIAL LAND USE POLICY — POLICY 3.1

It is the Policy of Council that:

Development in the area generally west of 82 Street between 112 and 117 Avenues will be maintained as low density residential but allow for small scale redevelopment.

Objectives:

To allow for small scale conversion and infill redevelopment that will ensure renewal and up-grading of the community, while preserving the low-density, family-oriented character of the area.

Summary of Action:

Council will amend the Edmonton Land Use Bylaw from DC-3(R-4) to RF3, as indicated in Bylaw 6766, a Bylaw to amend the Edmonton Land Use Bylaw.

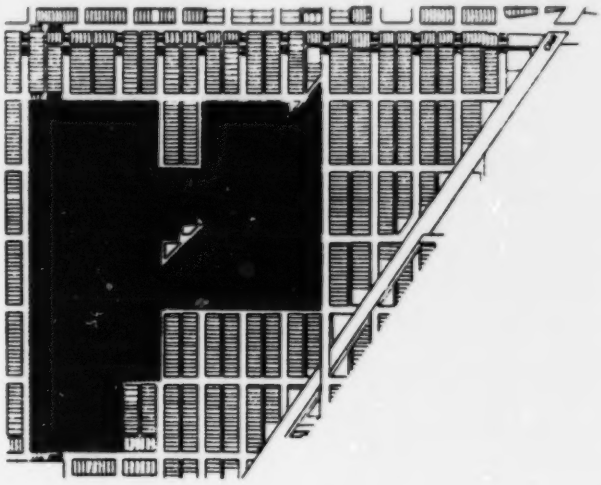
Explanation:

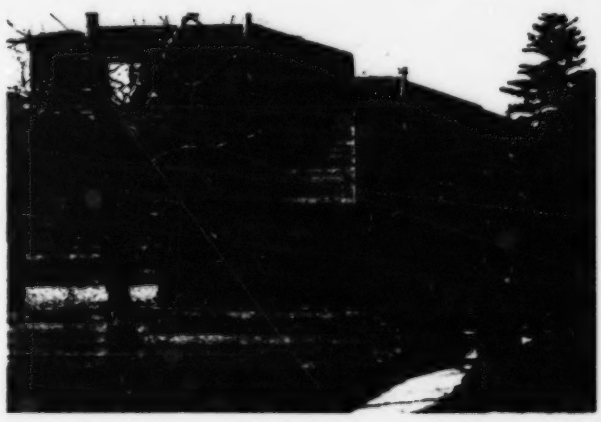
This area in Parkdale has historically been the most stable portion of the community with sufficient amenities such as schools and neighbourhood park space.

Provision for small scale redevelopment will revitalize the neighbourhood and increase the family-oriented population.

This Policy conforms with General Municipal Plan Policies 5.B.7, 5.B.8, and 5.B.9 which state in part:

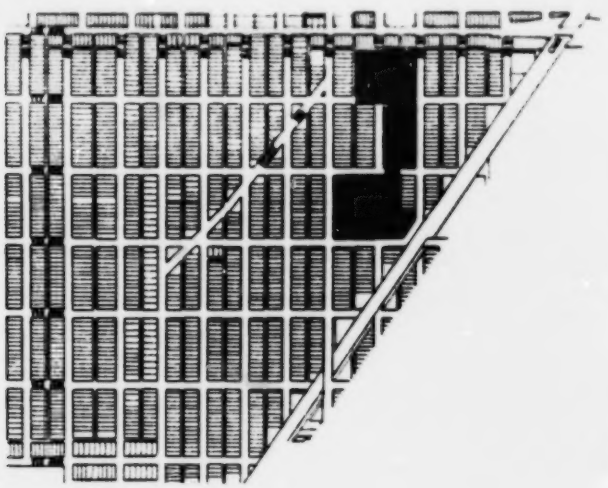
> "The City will encourage rejuvenation of predominatly low density inner city neighbourhoods through an emphasis on both rehabilitation and selective redevelopment...,...to encourage a variety of housing types, encourage the rehabilitation of existing sound housing stock and recognize the opportunities and constraints of the area...in the interior of low density inner city neighbourhoods, encourage the maintenance and provision of family suitable dwelling units..."





POLICY 3.2

RESIDENTIAL LAND USE POLICY



It is the Policy of Council that:

Medium-density residential uses are appropriate for the area around St. Alphonsus School. Future development will be guided by the following:

1) low-rise, medium-density housing with some family oriented units;

2) family oriented units at grade with individually identifiable entrances are appropriate for properties fronting onto local roadways;

3) for properties fronting onto major arterial roadways, family oriented units should be oriented away from the arterial roadway.

Objectives:

To provide some family-oriented housing in this area of Parkdale which is in close proximity to St. Alphonsus School.

Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting this area from RF3 to RA7*, as indicated in Bylaw 6766, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanation:

The area is presently comprised of single-detached housing in generally poor condition.

Medium-density housing with some family-oriented housing will help to stabilize enrollment at St. Alphonsus School.

The area is bounded on three sides by arterial roadways which are not entirely suitable for street-related low density housing. Redevelopment to low-rise apartments will allow inward orientation of some individual units and outdoor amenity areas away from the arterial roadways.

A portion of the area is presently developed with low-rise apartment uses.

The area is suitable for medium density residential development due to its proximity to transit and shopping facilities.

RESIDENTIAL LAND USE POLICY — POLICY 3.3

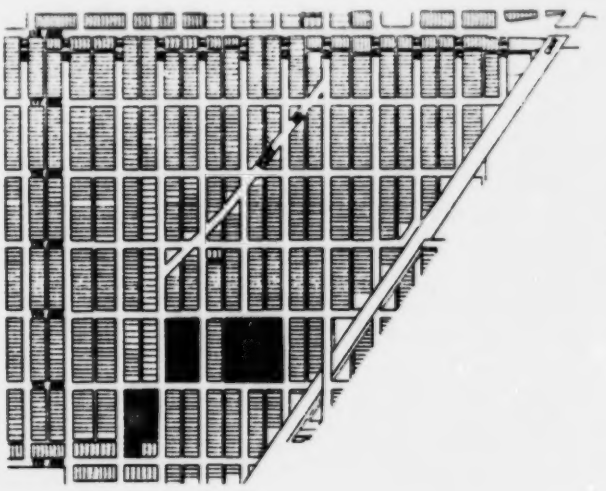
It is the Policy of Council that:

Medium-density residential uses are appropriate for the area near the Parkdale Community Centre park. Future development will be guided by the following:

1) low-rise, medium-density housing with some family oriented units;

2) family oriented units at grade with individually identifiable entrances are appropriate for properties fronting onto local roadways;

3) for properties fronting onto major arterial roadways, family oriented units should be oriented away from the arterial roadway.



Objective:

To minimize the extent and impact of higher-density development on adjacent lower-density land uses.

To provide some family-oriented housing in this area in Parkdale which is in close proximity to Parkdale School and the Parkdale Community Centre park.

To provide guidelines for the development of medium density residential uses in close proximity to the Stadium LRT station at a density and height conforming to the overall development concept.

Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting this area from RF3 to RA7*, as indicated in Bylaw 6766, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanation:

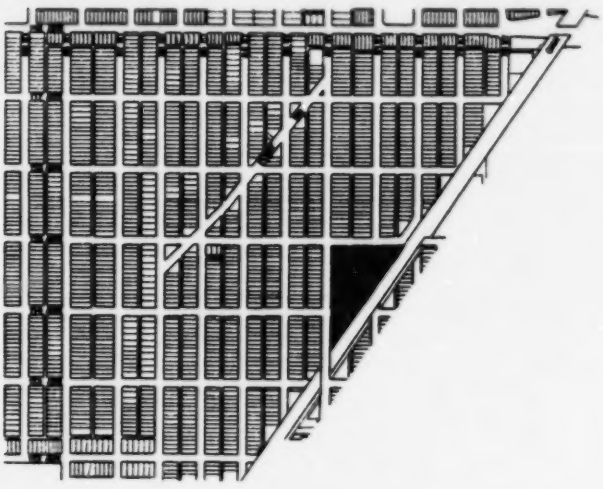
Medium-density housing with some family-oriented housing will help to stabilize enrollment at Parkdale School.

This policy is consistent with the General Municipal Plan Policy 5.B.6, which in part states: "an increase in the density of development should be limited to a radius of 365 metres or 3 blocks which ever is greater from the centre of a Light Rail Transit District"...

This policy will allow the provision of some family-oriented housing within easy access to the Stadium L.R.T. station.

POLICY 3.4

RESIDENTIAL LAND USE POLICY



It is the Policy of Council that:

A medium-rise apartment use is appropriate for this area. The following guidelines for redevelopment are encouraged:

1. Design and orientation should consider the relationship of development to the adjacent land uses of Edmonton Northlands.

2. A landscaped walkway/bikeway should be provided on those properties adjacent to the LRT/CNR right-of-way.

Objectives:

To increase the residential component of Parkdale in an area unsuitable for family accommodation.

To encourage redevelopment of presently vacant and under-utilized properties as well as single-detached housing which is generally in poor condition.

Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting this area from M3 to RA8 as indicated by Bylaw 6766, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanation:

Medium-rise apartments are not as vulnerable to nuisance affects of large traffic volumes on adjacent arterial roadways and the CNR/LRT.

The present isolation of this area from schools, parks, and community facilities as a result of major arterial roadways would pose safety hazards for children.

Appropriately designed and suitably oriented medium-rise apartment buildings would help to reduce the potential land use conflict with Edmonton Northlands storage and service yard located to the east.

In an area presently isolated from community parks, schools, and LRT stations the provisions of a landscaped walkway and bikeway will help to provide a well-defined connection to these facilities.

RESIDENTIAL LAND USE POLICY — POLICY 3.5

It is the Policy of Council that:

Existing residential uses are appropriate for the area between 117 Avenue and 118 Avenue including those portions fronting or abutting directly onto 118 Avenue and between 82 and 89 Streets.

Objectives:

To allow existing development to continue in these locations as conforming uses.

To allow for small scale conversion and infill redevelopment that will ensure renewal and up-grading, and yet continue the low-denisty, family-oriented character of the area.

Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting this area from DC-3(R-4) to RA7 and RF3, as indicated by Bylaw 6766, a Bylaw to amend the Edmonton Land use Bylaw.

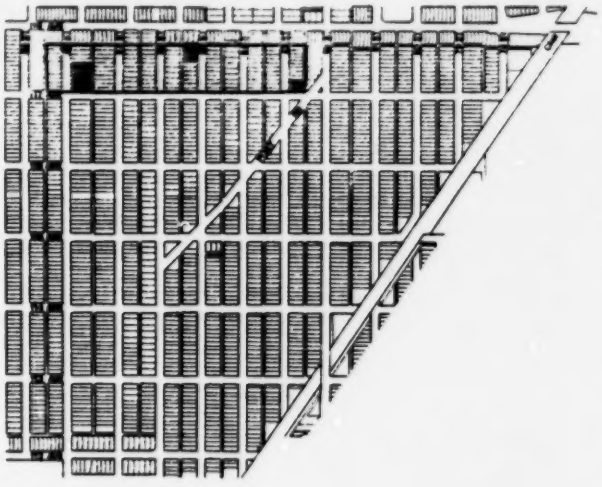
Explanation:

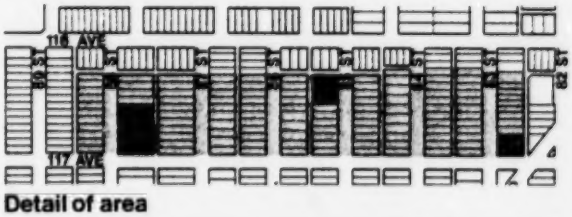
This area between 117 and 118 Avenues is proposed to be downzoned from a low-rise apartment use to an area for low density redevelopment.

This policy is intended to permit existing development to remain with the full benefits accrued to conforming uses.

The form of housing in this area is predominantly single family and there has been little redevelopment to walk-up apartments.

This policy will maintain the family orientation of the area which will help to stabilize school enrollments in Parkdale.

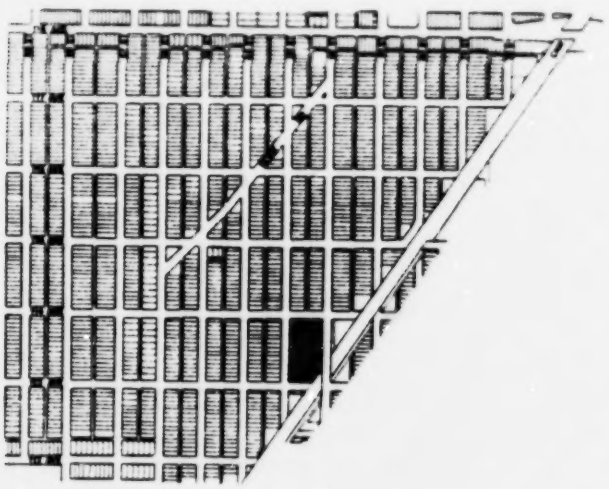




Detail of area

POLICY 3.6

RESIDENTIAL LAND USE POLICY



It is the Policy of Council that:

Should redevelopment occur on this site, a comprehensive proposal is encouraged which conforms to the following guidelines:

1) a minimum of 25% of the total number of residential units will be family-oriented;

2) the maximum building height shall be limited to 10 storeys (40 m) except that development fronting onto 83 Street will not exceed 4 storeys (14 m);

3) the maximum residential density shall be 325 dwellings/ha.;

4) the provision of a landscaped walkway/bicycle path adjacent to the LRT right-of-way.

5) the maximum Floor Area Ratio (F.A.R.) shall be 3.0.

Objective:

To provide guidelines for the development of higher density residential uses in close proximity to the Stadium LRT Station at a density and height conforming to the overall development concept.

To minimize the extent and impact of higher density development on adjacent land uses.

To increase the residential component of Parkdale, and still provide family-oriented accommodation.

Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting this area from DC-3(M-3) to RMX, as indicated in Bylaw 6766, a bylaw to amend the Edmonton Land Use Bylaw.

Explanation:

The Canadian Bedding site is a significant land mark in Parkdale. It is a heavy industrial use of a large size located in a residential neighbourhood. It is situated in close proximity to the Parkdale Community Park, the Stadium L.R.T. Station, and within a reasonable walking distance from both Parkdale and St. Alphonsus Schools. These factors create potential for its redevelopment and the proposed land use will ensure that new development will be successfully integrated with adjacent land uses.

RESIDENTIAL LAND USE POLICY

POLICY 3.7

It is the Policy of Council that:

Future residential development in this area will be of a high-density, adult-oriented accommodation.

Objective:

To provide an appropriate housing from and an increase in population for the area immediately adjacent to major arterial roadways and the LRT.

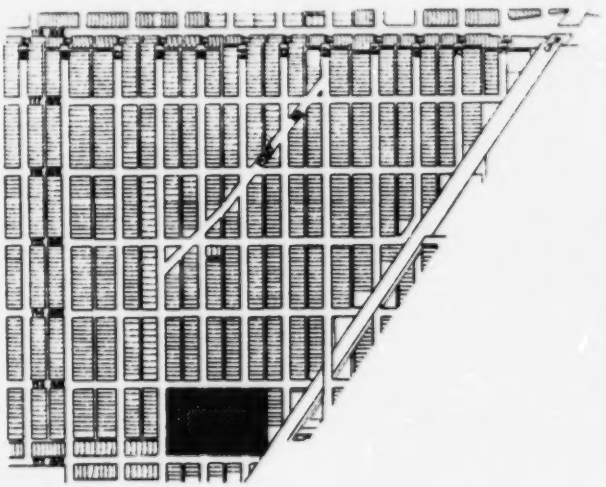
Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting this area from RF3 and DC-3(RC-1) to RA9*1, as indicated in Bylaw 6766, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanation:

This policy is consistent with the General Municipal Plan Policy 5.B.6, which in part states..."an increase in the density of development should be limited to a radius of 365 metres or 3 blocks which ever is greater from the centre of a Light Rail Transit District...development within the area...should reflect a transition between the centre and the edge by requiring:

i) the highest height, dwelling unit density, and building intensity to occur within or adjacent to the centre. These residential developments are likely to be part of mixed use buildings or projects totally or predominantly oriented to non-family households and childless couples.

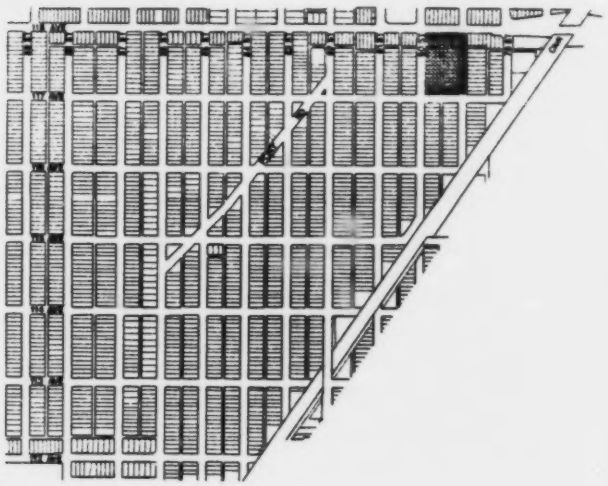


The policy will maximize potential LRT use consistent with General Municipal Plan Policy 8.A.3, "The City will focus higher density residential development...in the inner city...upon future transit corridors or areas of high transity accessibility."

This policy will accommodate existing and expected pressures for redevelopment to high density residential use in this area, yet minimize the impact of these pressures on the adjacent low density portions of the community.

POLICY 3.8

RESIDENTIAL LAND USE POLICY



Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting this area from RA7 to RA9*2 as indicated in Bylaw 6766, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanation:

This area is presently comprised of parking lots and single-detached housing which is generally in poor condition.

This district will maximize potential LRT use consistent with General Municipal Plan Policy 8.A.3.

This area is not entirely suitable for family-oriented residential housing. Proximity of higher density commercial office uses, arterial roadways, and the Coliseum LRT station make this area more suitable for high density, adult-oriented residential accommodation.

The location of the proposed high-rise, high-density residential use will minimize the impact of height and use of a commercial office tower on the low-rise residential uses west of 80 Street.

It is the Policy of Council that:

Future residential development in this area will be of a high-density, high-rise nature.

Objectives:

To provide a transition between a high-rise commercial office use to the east and low-rise apartment housing to the west.

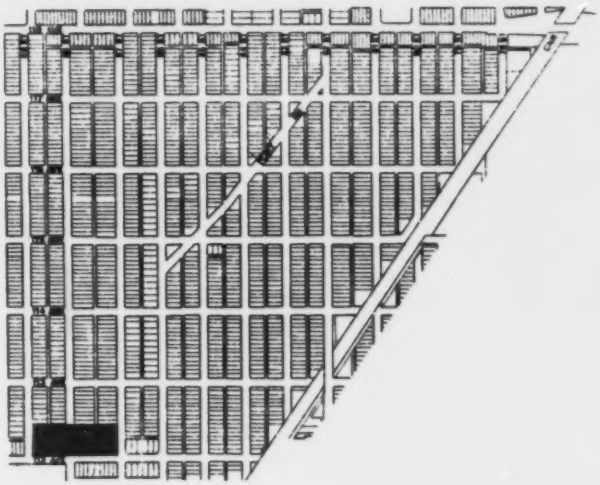
To provide an appropriate housing form and an increase in population in the area immediately adjacent to major arterial roadways and the LRT.

RESIDENTIAL LAND USE POLICY

POLICY 3.9

It is the Policy of Council that:

As a result of road widening along 112 Avenue, applications for redistricting to low rise apartment use will be encouraged along those properties fronting the north side of 112 Avenue between 86 and 89 Street.



Objective:

To increase the residential component of Parkdale in an area unsuitable for family accommodation.

To promote redevelopment of an existing low-density residential environment that is negatively impacted by the presence of arterial roadways.

Summary of Action:

Council will favourably consider a redistricting application for proposals which comply with this policy.

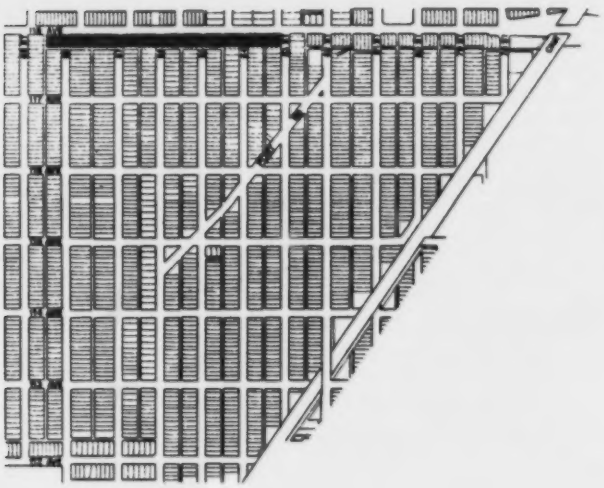
Explanation:

Road widening requirements may create properties which do not meet minimum site requirements. Consolidation through adjoining laneways and properties will provide sites suitable for low rise apartment redevelopment.

The existing single-detached housing along this portion of 112 Avenue is generally in poor condition.

POLICY 4.1

COMMERCIAL LAND USE POLICY



It is the Policy of Council that:

118 Avenue between 89 Street and 83 Street will continue to be developed as a low-intensity commercial strip with use and development characteristics which are compatible with the character of adjacent residential uses, in accordance with the following development criteria:

1) To encourage redevelopment that is oriented to 118 Avenue, commercial uses may extend to a 30.2m (99') maximum depth from 118 Avenue for those properties which presently have a 101.1m (33') depth.

2) Individual establishments in a development will be small scale and have limited store fronts.

3) The ground floor shall be for retail uses, personal service uses and eating establishments.

Objective:

To continue the provision of commercial functions along 118 Avenue.

To stabilize and enhance this established commercial strip.

To encourage commercial development which is compatible with adjacent residential uses in terms of scale.

To encourage pedestrian activity.

To discourage those commercial uses which serve a regional market and attract large volumes of traffic.

Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting this area from DC-3(C-2A) and DC-3(C-3) to CB1, as indicated in Bylaw 6766, a Bylaw to amend the Edmonton Land Use Bylaw.

The Administration will encourage development applications which satisfy the criteria contained in this policy.

Explanation:

This strip is presently of a low-intensity commercial character. It is not the intention of this policy to change the character of the strip, but to improve the viability of the strip as a commerical entity.

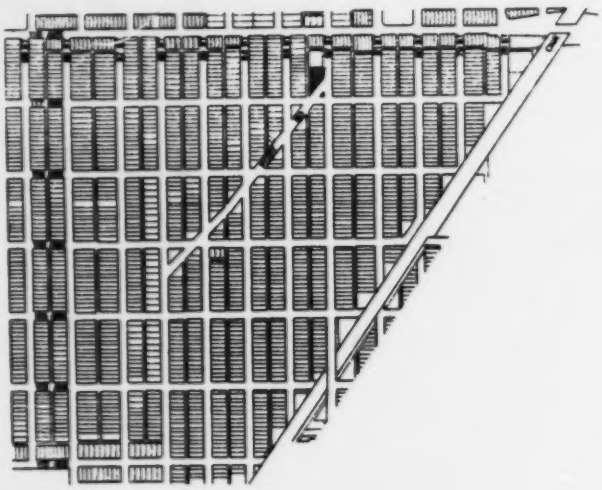
Low-intensity commercial uses offer a service to nearby residents, and have a development form which is compatible with adjacent residential use.

The General Municipal Plan directs that existing commercial strips should be retained. Objective 6.G states:

> "To stablize, consolidate, and improve established strip commercial areas, and accommodate a wide variety of commercial activities having due regard to the maintenance of the character and amenities of adjacent residential areas."

COMMERCIAL LAND USE POLICY

POLICY 4.2



It is the Policy of Council that:

Existing low intensity commercial uses be maintained for these areas.

Objective:

To maintain existing, viable, commercial uses.

To continue to provide a location for low-intensity commercial functions.

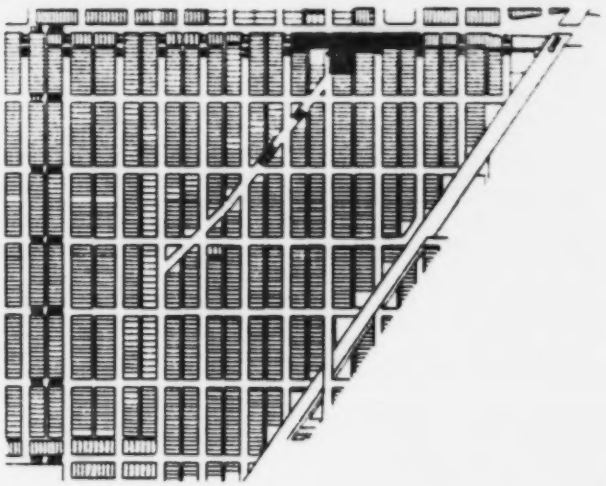
Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting this area from DC-3(C-2A) to CB1 as indicated by Bylaw 6766, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanation:

This commercial location is located adjacent to an arterial on the periphery of the community and does not appear to pose any land use conflicts or traffic hazard.

POLICY 4.3 COMMERCIAL LAND USE POLICY



It is the Policy of Council that:

General Business use is appropriate for this area. Future development will be guided in the following manner:

i) businesses should front onto 118 Avenue and not on residential streets.

ii) business should have retail commerical uses at grade along 118 Avenue and 82 Street.

Objectives:

To reinforce the existing commercial node located at 118 Avenue and 82 Street.

To encourage a pedestrian activity environment.

Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting this area from DC-3(C-2A) to CB2 as indicated in Bylaw 6766, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanation:

The proposed land use is compatible with the existing, larger medium-intensity business uses.

A general business use accommodates higher-intensity business uses on 118 Avenue in a concentrated node consistent with commercial development on the north side of 118 Avenue and the strategic location of the 118 Avenue/82 Street intersection.

COMMERCIAL LAND USE POLICY

POLICY 4.4

It is the Policy of Council that:

A low-intensity business use is appropriate for the existing commercial developments at these locations.

Objectives:

To maintain viable commercial uses.

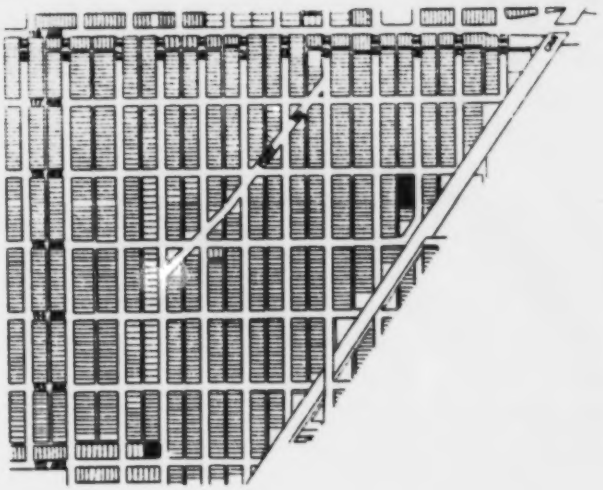
To maintain an appropriate business use on a site that is adjacent to residential uses and located on an arterial roadway.

Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting these areas from DC-3(M-3) and DC-3(C-2A) to CB1 as indicated in Bylaw 6766, a Bylaw to amend the Edmonton Land Use Bylaw.

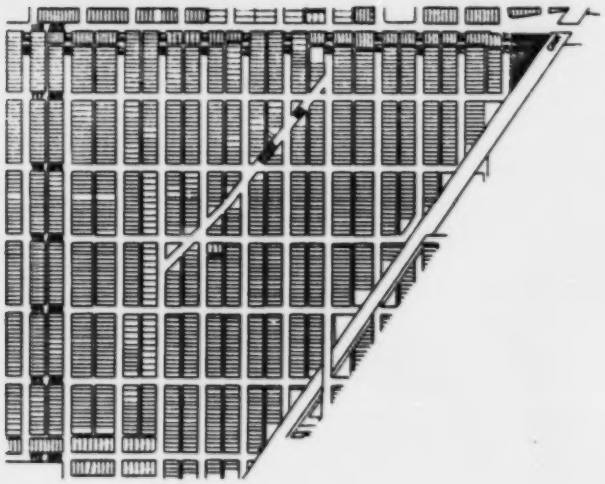
Explanation:

Commercial retail and office uses presently exist at this location.



POLICY 4.5

COMMERCIAL LAND USE POLICY



It is the Policy of Council that:

A commercial office use is appropriate for this area. Future development should conform with the following guidelines:

i) The maximum height of buildings in this area will be 10 storeys,

ii) Commercial uses which would require frequent vehicular use, such as trucks and other service vehicles which attract large volumes of traffic, will not be permitted.

iii) Retail outlets will be encouraged to locate at grade level, with offices and other commercial uses located above and below the first storey.

iv) The provision of a pedestrian link to the existing southside LRT entrance on 118 Avenue.

v) The provision of a multi-use parking facility to be integrated with a redevelopment proposal.

Objectives:

To provide for a centre of employment which has good access to the Coliseum LRT station.

To provide some office space so as to encourage transit passenger movement in both directions.

To provide for a mix of commercial uses.

To reinforce the existing retail strip on 118 Avenue.

To provide some parking facilities for Edmonton Northlands patrons during non-business hours.

Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting this area from IM to CO as indicated in Bylaw 6766, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanation:

The General Municipal Plan promotes the use of decentralization in Policy 6.A.4 as follows: "...the City will encourage the development of intensive mixed-use employment nodes at Light Rail Transit stations..."

The presence of existing commercial uses near the Coliseum Station make the area suitable for commercial office use.

The development potential of this area is optimized by the encouragement of a mix of commercial uses. The developer has the added flexibility to accommodate market demand outside the downtown area.

Building heights up to 10 storeys will be permitted as this will not adversely affect the privacy and amenity of adjacent proposed development.

INSTITUTIONAL LAND USE POLICY

POLICY 5.1

It is the Policy of Council that:

An urban service district is appropriate for both the Post Office and Social Services Buildings located on 82 Street.

Objectives:

To appropriately district existing institutional functions which serve the needs of residents.

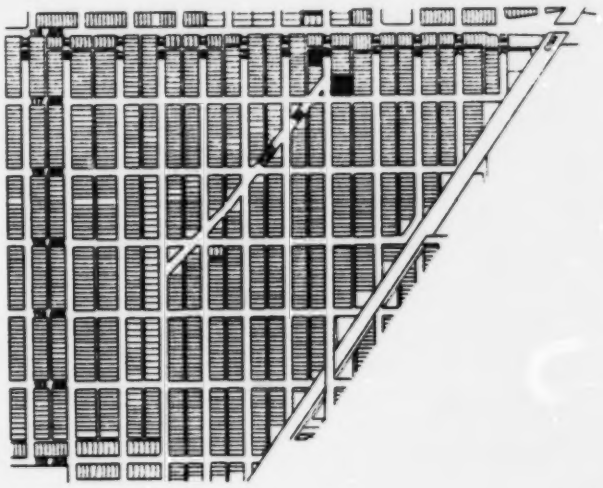
Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting this area from C-2A to US as indicated in Bylaw 6766, a Bylaw to amend the Edmonton Land Use Bylaw.

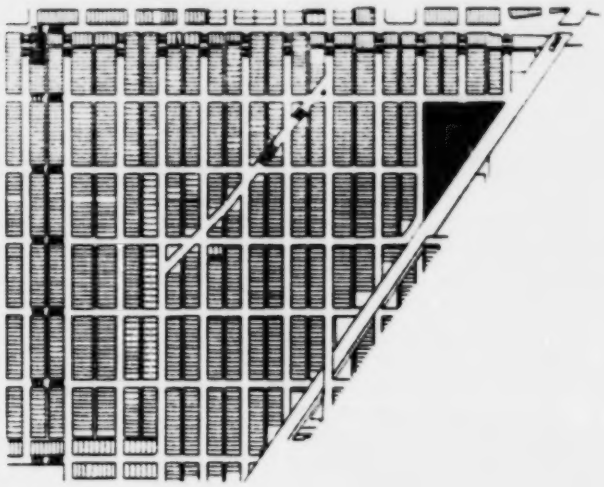
Explanation:

The Post Office and the Social Services Department provide services to residents in several nearby communities including Parkdale and should be encouraged to continue their operations.

The location of the Post Office and Social Services buildings serve to reinforce the medium-intensity commercial node at 82 Street and 118 Avenue.



POLICY 5.2 PUBLIC UTILITY LAND USE POLICY



It is the Policy of Council that:

The Edmonton Telephone and Edmonton Power Sub-stations and the Edmonton Transit Cromdale facilities are appropriate as public utility uses.

Objective:

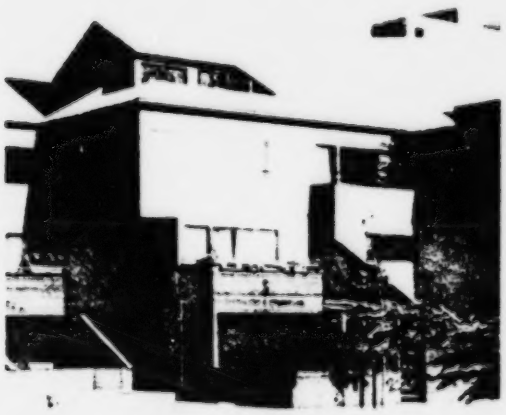
To appropriately district existing public utility functions.

Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting these areas from DC-3 (C-3), DC-3 (R-4), and DC-3 (M-3) to PU as indicated in Bylaw 6766, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanation:

Public utilities already located in Parkdale do not create land use conflicts or attract a large number of service vehicles and thus should be permitted to continue operations.



PUBLIC UTILITY LAND USE POLICY

POLICY 5.3

It is the Policy of Council that:

Should redevelopment occur on this site after Edmonton Transit's relocation of the Cromdale facilities, redistricting proposals of a comprehensive nature are encouraged which conform to the following guidelines:

1) Development will be residential to a maximum building height of 32 m (8 storeys).

2) The maximum density will be 224 units/hectare of which 25% of all dwelling units will be family-oriented.

3) A diversity of housing forms of medium to high density including stacked row housing, medium rise and high rise apartments shall be provided.

4) Stacked row housing, including row housing and linked housing is to be provided along 117 Avenue.

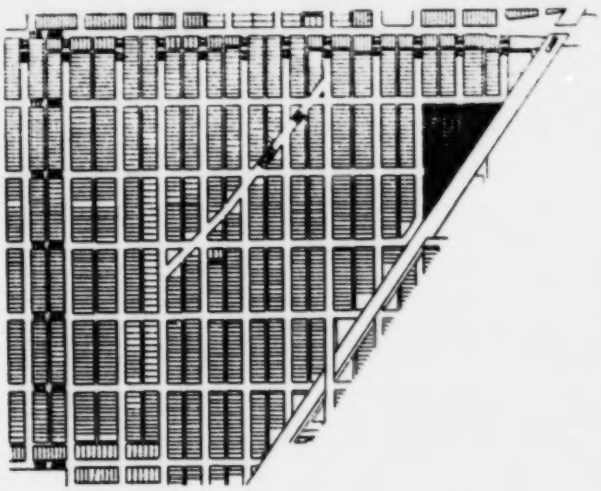
5) Design and orientation of the proposal will consider the relationship of the development to the adjacent land uses of Edmonton Northlands.

6) The provision of a landscaped pedestrian walkway and bicycle path adjoining the LRT right-of-way.

7) Approximately .27 ha of the site shall be allocated as parkland.

Objective:

To establish guidelines for the redevelopment of this property to a more intensive use that is compatible with adjacent residential uses.



To increase family-oriented residential accommodation in close proximity to the LRT station and St. Alphonsus School.

Summary of Action:

Council will consider redistricting applications within the guidelines of this policy.

Explanation:

The site, of considerable size (2.66 ha), has a strategic location in relation to commercial retail services, proposed park land acquisition, and proximity to the Coliseum L.R.T. station. These factors create a potential for the site's redevelopment and this policy is designed to ensure that new development will be successfully integrated with adjacent land uses.

This policy supports the General Municipal Plan Objective 5.B.2; which states: "The City will...encourage variety in the types and density of residential land uses accommodated in inner city areas,..."

POLICY 6.1

TRANSPORTATION

It is the Policy of Council that:

A long-term transportation objective for Parkdale will be the designation of the following roadways as arterials;

118 Avenue, 112 Avenue, 80 Street, 82 Street, and 115 Avenue between 80 and 82 Streets.

Objectives:

To ensure that the future stability and integrity of Parkdale as a community is not reduced by increasing the number of arterial roadways.

To ensure that future roadway proposals do not conflict with land use strategies of this Plan.

To prevent disruption of the residential areas of Parkdale by intrusion of non-local traffic.

Summary of Action:

Upon completion of the Northeast Functional Planning Study, the Transportation Management Department will include 115 Avenue/86 Street in its program of functional planning studies.

Explanation:

It has been a long-standing objective of the community to remove all arterials to the periphery of Parkdale; (see N.E.L.R.T.C.S., draft Coliseum and Stadium Area Redevelopment Plans). To fulfill this objective a long-term transportation objective has been included as a policy of this Plan. The feasibility of implementing this objective will be studied by the Transportation Management Department.

The viability of land uses depends to a large extent on the road network surrounding them. Given the different land uses existing and proposed in Parkdale, the strategic location of Parkdale between the Downtown and the north-east, and the existing grid road pattern which results in all road-ways being susceptible to either through or short-cutting traffic, it is important to ensure a balance of traffic functions through the area which respect and complement the adjacent land uses. The strategy defined in this Plan with its hierarchy of roadways, including local and arterial functions accommodates city-wide traffic while complementing the proposed land uses in Parkdale.

The presence of arterial roadways adjacent to Parkdale serves to encourage through-traffic to utilize arterials rather than local roads within the community.

These roadways have been chosen to carry through-traffic in Parkdale because of:

i) their configuration,
ii) their current design and Transportation Management Department plans for improvement, and
iii) their current volume efficiency.

It is the Policy of Council that:

Based on the recommendations contained in the Functional Design Study of 115 Avenue/86 Street, amendments to the land use and transportation policies contained in this Bylaw will be presented to Council in conjunction with a report from the Planning Department which details the proposed amendments' impacts on the approved objectives and policies of this document.

Objective:

To maintain consistency between land use and transportation designations in the area.

Summary of Action:

Council will direct amendments to the Parkdale Area Redevelopment Plan and/or Transportation Systems Plan based on the recommendations of the 115 Avenue/86 Street Functional Planning Study and the community impact study undertaken by the Transportation Management and the Planning Departments, as indicated in Implementation Item no. 2.

Explanation:

At its 1981 09 09 meeting Council approved a report by the Transportation Management Department that contained the following four recommendations:

"1. That the Fort Road between 118 and 115 Avenues be deleted from the arterial roadway network upon completion of necessary roadway improvements, as outlined in Alternative 4 in the Transportation Management Department Report, and that funds for implementation be provided in the 1982 Engineering Department budget.

2. That, based upon the recommendations and findings of the Northeast Corridor Functional Planning Study, presently underway, the Transportation Management Department will undertake a functional planning study to review alternatives to the 115 Avenue/86 Street link in the arterial network.

3. After completion of this functional planning study to review alternatives to 115 Avenue/86 Street, either the Transportation Bylaw or the Area Redevelopment Plan Bylaw be amended to reflect the approved study (i.e. removal of the 115 Avenue/86 Street link in the arterial network, or changes to the land use and transportation objectives).

4. That the Parkdale and Coliseum/Stadium Area Redevelopment Plan Bylaws be developed to include two scenarios: one reflecting the existing arterial network (deleting the section as per Recommendation #1), and a long-range option which includes the 86 Street/115 Avenue deletion as well."

It is the Policy of Council that:

A short-term transportation objective is the elimination of Fort Road between 118 and 115 Avenues from the arterial network along with the implementation of appropriate physical changes to the roadway to limit its use as an arterial.

Objectives:

To reduce as much as possible in the immediate future the impact of short-cutting traffic within the Parkdale community.

To reduce the volume of through-traffic using Fort Road between 118 and 115 Avenues.

Summary of Action:

The Transportation Management Department will include this in the Transportation Systems Plan and Bylaw as outlined in Implementation Item no. 8 and Schedule C1. The Engineering Department is currently investigating roadway improvements to restrict through traffic on Fort Road.

Explanation:

The Transportation Management Department as indicated in Policy 4.2, has already agreed to remove Fort Road (118 to 115 Avenues) from the arterial road network, as this portion of the arterial is not considered necessary for the smooth functioning of arterial traffic in north-east Edmonton.

The present status of Fort Road as an arterial route is inappropriate because it further aggravates the short-cutting traffic problems in Parkdale. This is especially true given the angled configuration of Fort Road as it divides the low-density portion of the community. High traffic volumes are a barrier to pedestrian movement to the schools, increase the traffic hazard due to angled intersections, and disrupt the residential character of this area.

Removal of the Fort Road link from the arterial network alone will not restrict through-traffic. Therefore a physical change, (i.e. barriers), is required. It is expected that the Engineering Department will undertake a review to determine the most suitable type of improvement at these locations.

This policy supports General Municipal Plan Objective 8.D, and policies 8.D.1 and 8.D.2 which require "measures to discourage community disruption by through commuter traffic on non-arterial roadways". The General Municipal Plan further provides that, "the City's Transportation Systems Plan will strive to restrict the development of new and improved transportation facilities to the periphery of communities so as to minimize the internal disruption of existing communities."

It is the Policy of Council that:

Noise attenuation features should be addressed in the proposed 112 Avenue and 82 Street road widenings, to the standards dictated by the projected volumes of traffic.

Objective:

To protect residential areas adjacent to 112 Avenue and 82 Street from the noise impact of the roadways.

Summary of Action:

The Transportation Management, Engineering and Planning Departments will address this policy in the review of the 112 Avenue and 82 Street road widening proposals. The Planning Department, in reviewing development proposals will encourage the incorporation of noise attenuation features in the design and construction of new residential structures.

Explanation:

The proposed road widenings will provide increased capacity for a significant volume of traffic. These volumes will be determined through the functional planning study process.

The provision of residential development adjacent to these roadways requires protection from roadway noise.

POLICY 6.5

TRANSPORTATION

It is the Policy of Council that:

Property acquisition for the 112 Avenue and 82 Street road widening should be based on acquiring entire abutting properties on at least one side of the roadway, rather than a portion thereof.

Objectives:

To protect existing residential areas adjacent to 112 Avenue and 82 Street from the negative impacts of arterial roadways.

To provide adequate setback for the provision of noise attenuation features.

Summary of Action:

The Transportation Management Department will consider this policy in their plans and programs as indicated in the Implementation Items no. 9 and 10.

Explanation:

Present Transportation Management Department plans in the Parkdale area include widening of the 82 Street and 112 Avenue road right-of-ways. At the present time, policies for land acquisition and noise attenuation for these roadway widenings are being reviewed.

The 112 Avenue widening and overpass necessitates acquiring numerous properties or portions thereof.

Due to past roadway widenings, front yards of homes abutting these roads have been severely reduced. Any further purchases may render the block facing the arterial undevelopable.

It is the Policy of Council that:

A traffic management plan will be developed for Parkdale that will confine high-volume, through-traffic to only those roadways designated as arterials.

Objectives:

To ensure that non-local traffic utilize the major arterials on the periphery of Parkdale rather than local residential roads.

To ensure that the community's stability and integrity is not jeopardized by the presence of large volumes of through- traffic using local roads.

To discourage vehicular speeding.

To ensure the safety of residents and pedestrians, and promote safe access to schools and parks.

Summary of Action:

The Engineering Department will assist the community in formulating and implementing traffic management plans.

Explanation:

The existing grid pattern of streets in Parkdale encourages through-traffic, yet the viability of low-density family-suitable residential uses within Parkdale is threatened by through-traffic.

This policy is consistent with General Municipal Plan Policy 8.D.1, "The City will investigate and implement, where feasible, measures to discourage community disruption by through-commuter traffic on non-arterial roadways."

Implementation of a traffic management plan will prevent through-traffic from utilizing local roadways within the community.

It is the policy of the Engineering Department to respond to requests for traffic management plans from community groups rather than to initiate these schemes.

POLICY 6.7 **TRANSPORTATION**

It is the Policy of Council that:

The status of all truck routes within Parkdale shall be reviewed.

Objectives:

To maintain an adequate truck route system in Parkdale which does not utilize local roads nor jeopardizes the City's truck route system.

To alleviate traffic congestion on 118 Avenue.

Summary of Action:

The Engineering Department will examine and if feasible amend Bylaw 5590 in Parkdale.

Explanation:

Currently, the following roadways are designated as 24 hour truck routes in Parkdale:

82 Street
112 Avenue
118 Avenue
86 Street (112 - 115 Avenues)
115 Avenue (82 - 86 Streets)

Restricted 07:00-20:00 hr Mon.-Sat. truck routes are designated as follows:

80 Street (118 - 115 Avenue)
115 Avenue (89 Street - Fort Road)
Fort Road (115 Avenue - 86 Street
86 Street (Fort Road - 112 Avenue)
115 Avenue (80 - 82 Streets)

With the exception of 82 Street, those arterial roadways located within Parkdale should not be designated for truck use. 24 hour truck traffic is incompatible with existing residential and proposed land uses.

118 Avenue is considered unsuitable as a truck route due to its function as a retail strip and the existing problems of traffic and parking congestion. Upon completion of the Yellowhead Trail, east-west truck traffic will find the Yellowhead route a superior alternative and should be encouraged to use that route.

115 Avenue west of 86 Street is not a designated arterial and as such is inappropriate for any truck traffic.

It is the Policy of Council that:

Adequate on-street parking will be ensured for Parkdale's residents and businesses through the use of regulations which will include:

i) time limit controls
ii) 118 Avenue on-street short-term parking.
iii) the extension of the Stadium Major Event parking ban.

Objective:

To ensure continuous availability of short term parking spaces for commercial uses.

To discourage long-term and commuter parking.

To provide sufficient residential on-street parking.

To alleviate parking congestion in Parkdale during major events held at Commonwealth Staduim.

Summary of Action:

The Engineering Department will review and if feasible implement parking regulations petitioned by the residents of Parkdale. See Implementation Item No. 12.

Explanation:

The close proximity of Parkdale's residential areas to commercial uses requires special parking measures to protect residential streets from long-term use by commercial and commuter parking.

Parking controls can enhance the viability of local businesses by maintaining adequate customer parking and ensuring a sufficient amount of on-street parking for residents.

The area north of 115 Avenue and east of 86 Street is only a few blocks from Commonwealth Stadium, but is not presently covered by the Major Event Parking ban. Consequently parking and traffic congestion problems occur on residential streets in this area.

Existing Engineering Department policy requires that a minimum of 50% of the residents of each block must petition in order to have their block added to the parking ban boundaries.

POLICY 7.1

UTILITIES

It is the Policy of Council that:

Any new development will meet the servicing requirements for all public utilities involved in the proposal; and that in particular, stormwater management techniques will be required upon redevelopment to limit the rate of stormwater discharge to one half inch per hour the unit acre of the property.

Objectives:

To ensure sufficient servicing capacities for all utilities in the Parkdale area.

To alleviate further road and basement flooding problems.

Summary of Action:

Upon redevelopment, storm water management techniques will be required to limit the rate of storm water discharge to one half inch per hour the unit acre of the property. See Implementation Item no. 4.

Explanation:

Many of Parkdale's utilities are already at capacity and any redevelopment will have the potential of over-extending present servicing.

The Water and Sanitation Department has already recognized that a sewer relief program is required and have scheduled such for completion by 1995. Presently, any increase in impervious areas will further aggravate flooding problems.

Section 17(3) and 17(4)(d) of the Land Use Bylaw allow the Development Officer to require the applicant to make satisfactory arrangements or pay all costs of providing the servicing or facilities required.

GENERAL ENVIRONMENTAL IMPROVEMENTS — POLICY 8.1

It is the Policy of Council that:

A landscaped pedestrian walkway and bicycle path corridor shall be developed adjacent to the LRT/CNR right-of-way between the Coliseum and Stadium LRT Stations.

Objectives:

To improve the safe movement of pedestrians in portions of the community that are isolated by busy arterial roadways.

To promote greater ease in movements in linking the LRT stations and the neighbourhood.

To reduce the impact of this transportation corridor on the Parkdale comunity.

Summary of Actions:

The Development Officer shall require future developments adjacent to the LRT/CNR right-of-way to provide a landscaped walkway and bicycle path as indicated in specific actions contained within Policies 3.4, 3.6, and 5.3.

The Engineering Department shall acquire the necessary portions of properties along the CNR/LRT right-of-way to complete the corridor.

The Engineering Department shall investigate and undertake the provisions of pedestrian amenities in those areas necessary to complete the corridor.

The Transportation Management Department shall investigate and if feasible, will undertake the provision of a bicycle path in those areas necessary to complete the bicycle path in the corridor system.

See Implementation Item No. 6.

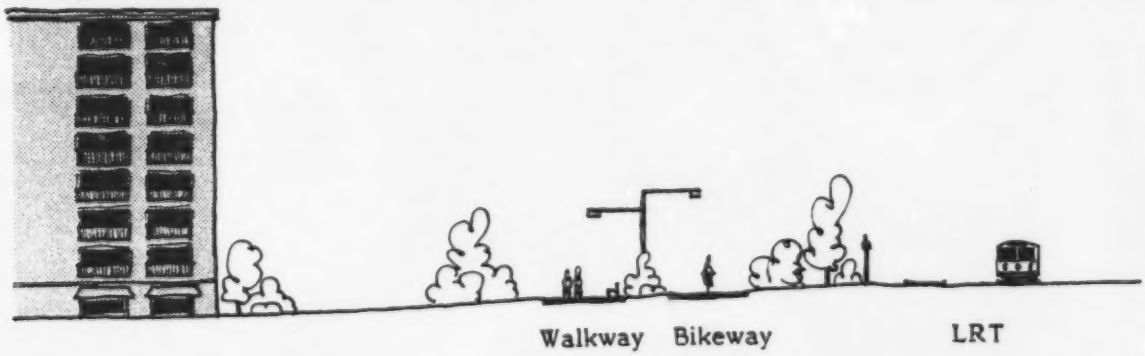
Explanation:

The LRT track runs at grade with the surrounding development.

Presently the surrounding environment is deteriorated and unattractive. This is a major disincentive to redevelopment along the LRT corridor.

Environmental improvements to the interface between the LRT/CNR right-of-way and the community are proposed in the Northeast Light Rail Transit Corridor Study.

Bikeway/Walkway along LRT



POLICY 8.2

GENERAL ENVIRONMENTAL IMPROVEMENTS

It is the Policy of Council that:

Improvements be made to Fort Road between 118 and 115 Avenues to utilize the right-of-way for the following uses:

i) landscaped walkways,
ii) Class I bike path,
iii) planting of shrubs and large caliper trees,
iv) installation of street furniture, and
v) improved street lighting standards.

Objectives:

To improve pedestrian circulation within Parkdale.

To limit through-traffic on Fort Road between 118 and 115 Avenues.

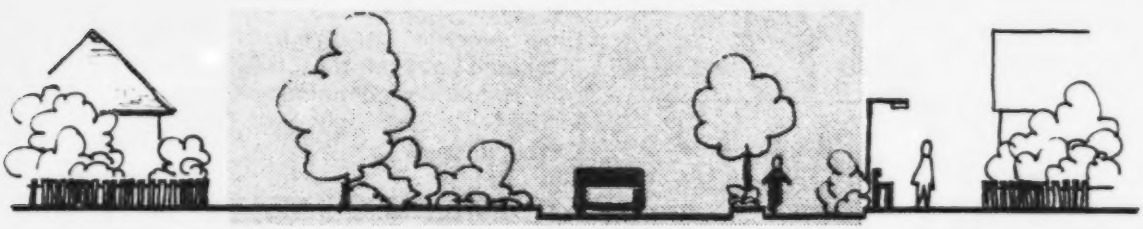
Summary of Action:

The Planning Department in conjunction with Parks and Recreation and the Engineering Departments will undertake an Urban Design Study. This study will develop a plan for this portion of Fort Road, determine the necessary and appropriate improvements and provide a program for implementation. See Implementation Item No. 16 Schedule F.

Explanation:

The improvements directed by this policy will encourage use of Fort Road by pedestrians, cyclists, and local vehicular traffic only.

This policy will implement General Municipal Plan objective 15.C. "To create a pedestrian system and street environment which is pleasant, safe and attractive and provides for the convenient movement of pedestrians."



Original roadway

GENERAL ENVIRONMENTAL IMPROVEMENTS — POLICY 8.3

It is the Policy of Council that:

A comprehensive assessment of the community's sidewalks, roadways, curbs and gutters be undertaken to determine the extent and cost of required improvements.

Objectives:

To determine the location of sidewalk improvements required to:

i) improve pedestrian circulation within the neighbourhood and to the Stadium and Coliseum LRT stations.

ii) facilitate use of the LRT by residents.

iii) improve pedestrian safety.

Summary of Action:

The Engineering Department will conduct a comprehensive condition survey of the community's sidewalks, roadways, curbs and gutters in 1985-86 as indicated in the Implementation Item No. 13(d) and 13(e).

Explanation:

The discontinuous nature and poor condition of Parkdale's sidewalks discourages pedestrian circulation within the community and to the LRT stations, and increases pedestrian hazards.

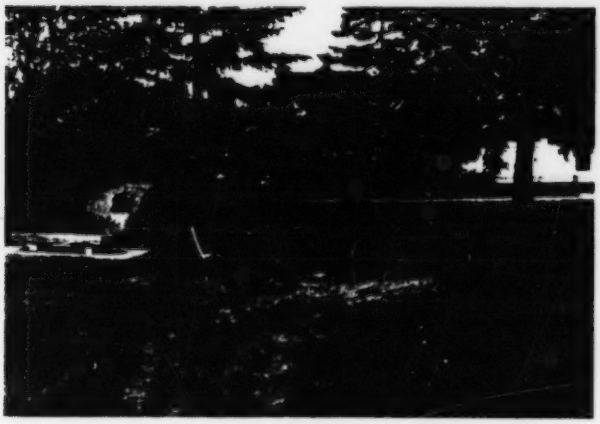
This policy is consistent with the General Municipal Plan policy 8.F.2, "The City will provide pedestrian facilities within residential areas to provide access to community facilities for recreational or other uses."

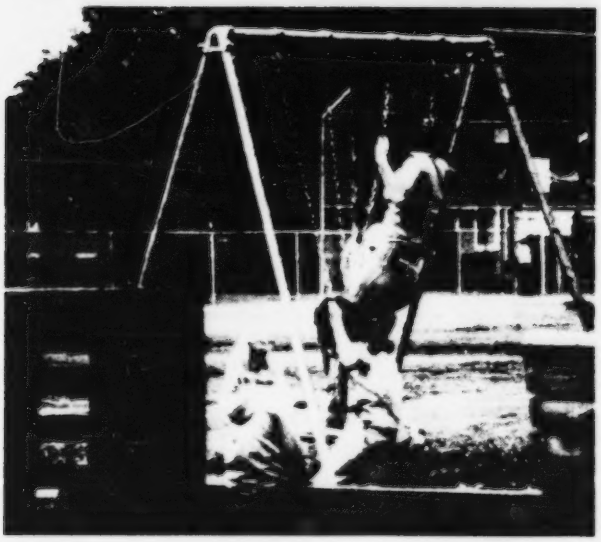
The cost of sidewalk improvement may be borne by the City or shared by the City and owners of abutting property in a number of cases as outlined in Policy 6.1.

A comprehensive study of the condition of roadways, sidewalks, curbs and gutters was completed for Parkdale by the Engineering Department in 1980. Under the pavement evaluation program, a block by block survey can be conducted every six years to determine the condition of municipal infrastructure in residential areas.

POLICY 9.1

RECREATION AND OPEN SPACE





It is the Policy of Council that:

Park space be acquired in Parkdale to address existing open space deficiencies in the community.

Objectives:

To ensure adequate open space is provided for the area's present residents.

Summary of Action:

The Parks and Recreation Department will include this policy in their plans and programs.

Explanation:

The Parks and Recreation Department has identified a neighbourhood open space deficiency of 1.82 ha (4.49 acres) in Parkdale.

This policy will ensure that this deficiency will not greatly increase as a result of land use changes proposed in this Bylaw.

Policy 10.A.2 of the General Municipal Plan states the City will emphasize the acquisition and development of parkland in inner-city neighbourhoods after 1984, particularly those areas designated for redevelopments.

Monies required for the acquisition of property to alleviate the existing open space deficiency will be provided through the City's general revenue funds.

It is the Policy of Council that:

Park space be acquired in those areas of Parkdale where new residential development will occur in order to meet open space requirements for anticipated population increases.

Objective:

To ensure adequate open space is provided for the area's future residents.

Summary of Action:

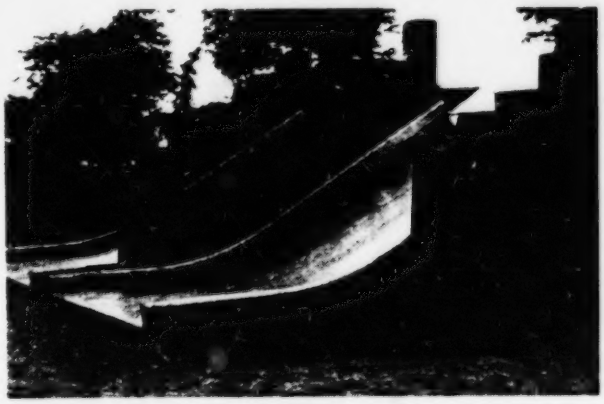
The Parks and Recreation Department will include this policy in their plans and programs.

Explanation:

Based on population projections for Parkdale, a neighbourhood open space deficiency of 4.42 ha (10.92 acres) is anticipated.

Policy 10.A.2 General Municipal Plan states that the City will emphasize the acquisition and development of parkland in inner-city neighbourhoods after 1984, particularly those areas designated for redevelopment.

A redevelopment levy will be imposed on future residential and commercial developments in order to cover the cost of acquiring additional open space.



POLICY 9.3	RECREATION AND OPEN SPACE

It is the Policy of Council that:

A redevelopment levy pursuant to the Planning Act, R.S.A. 1980, c.P.9 as amended, will be imposed on all future developments in Parkdale. Those land use classes listed in Policy 9.5 shall be exempted. The levies collected will be used solely to purchase lands for parks and open space recreational facilities, the general locations of which are shown in the Implementation Schedule F. No monies collected through the levy will be allocated for land for schools as there is no expected need for these that are not satisfied by existing facilities.

Objective:

To compensate for increased demand for park space resulting from increases in population brought on by new development in Parkdale.

Summary of Actions:

The Administration will apply a redevelopment levy to future residential and commercial redevelopment in the Parkdale Area, in accordance with established procedures governing the collection, administration, and disbursement of such development charges.

The Development Officer will collect the Redevelopment Levy monies as outlined in the City's Redevelopment Levy Policy, Implementation Item No. 5.

Explanation:

The cost of land in Parkdale requires that the redevelopment levy be used to maximize the recreation potential in Parkdale.

A Redevelopment Levy is necessary to cover the cost of acquiring additional park space required by those residents living in new developments.

It is the Policy of Council that:

Monies collected as redevelopment levies in Parkdale will be spent on the basis of the following priorities:

Priority #1: for expansion of the present Community League park on a site of approximately 1.5 acres to provide for recreational uses;

Priority #2: for provision of a multi-purpose, programmable open space in the proposed medium density residential area adjacent to St. Alphonsus School.

Objectives:

To indicate the most appropriate disposition of monies collected through the redevelopment levy.

To establish the priorities for developing future recreational facilities in Parkdale.

To allow for some flexibility in determining disposition of monies due to changes in development patterns, user demand and preference over the next few years.

Summary of Action:

The Parks and Recreation Department make the appropriate program adjustments in order to begin site selection and purchase procedures as indicated in the Implementation Item No. 14(a-e) and Schedule F.

Explanation:

In discussion with both citizens and staff of the Parks and Recreation Department, these priorities have been developed to most accurately reflect the need for increased opportunity for open space.

The highest priority was assigned to multi-purpose programmable open space. The largest area of intensive redevelopment in Parkdale should be in close proximity to a large open space.

The Parks and Recreation Department will use redevelopment levy funds in combination with funds allocated to Parkdale in the Parks and Recreation Master Plan to purchase property from either private interests or other City Departments. This will be done in a staged manner, allowing the Department the flexibility required to use Master Plan funds and take advantage of opportunity purchases, thereby enabling the park to be assembled and constructed sooner than if its purchase were solely dependent on redevelopment levy funds.

POLICY 9.5 **RECREATION AND OPEN SPACE**

It is the Policy of Council that:

The administration of the redevelopment levy funds shall be provided by the regulations, including the exemptions of use classes, contained in the Redevelopment Levy Policy adopted by Council resolution on 1982 10 12, and as amended from time to time.

Objectives:

To include information regarding exemptions from the Redevelopment Levy Policy.

To ensure single-detached residential redevelopment is not discouraged.

Summary of Action:

Council will instruct the Administration to exempt these use classes in the collection of a redevelopment levy.

Explanation:

This policy is consistent with the Redevelopment Levy Policy and the Planning Act, R.S.A. 1980, c.P.9.

The above exemptions do not place negative impacts on the acquisition of open spaces in Parkdale.

It is the Policy of Council that:

At the end of five years following adoption of this Bylaw the City will review the status of the redevelopment levy in Parkdale and make recommendations on the continued imposition of the levy and its disposition for purchase of properties for recreational use.

Objectives:

To ensure that the redevelopment levy proves to be a useful tool in providing for the recreational needs of the citizens of Parkdale.

To evaluate the desirability of continuing collection of the redevelopment levy.

Summary of Action:

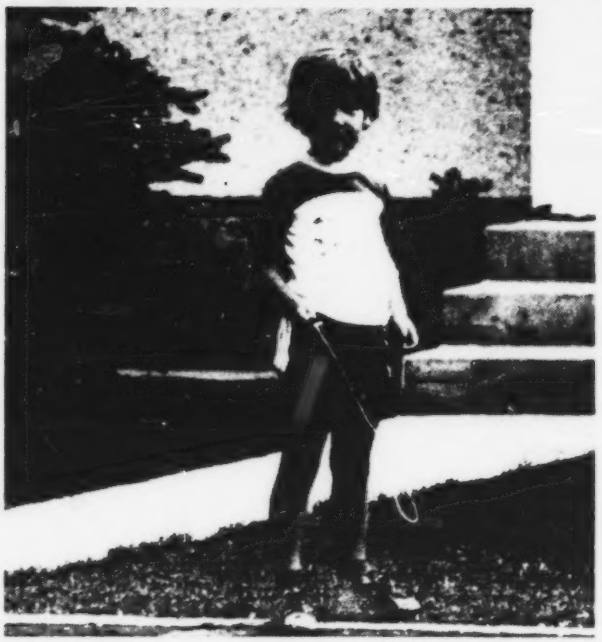
The Planning Department and the Parks and Recreation Department, will undertake a review of the redevelopment levy in Parkdale five years after adoption of this plan as outlined in the Implementation Item No. 15(a-e).

Explanation:

In its current form, the redevelopment levy has not been tested for its effectiveness. At the end of five years, it is expected that some cost-benefit analysis should be done for Parkdale to ensure that the levy policy is accomplishing the purpose for which it was intended. This would be particularly useful in situations where the funds from the development levy either exceed or fall short of those necessary for purchase of properties.

POLICY 9.7

RECREATION AND OPEN SPACE



It is the Policy of Council that:

The design and development of future open space and recreation facilities will respond to the needs of a variety of user groups.

Objective:

To provide recreational facilities for a variety of user groups such as senior citizens, young adults and children.

Summary of Action:

The Parks and Recreation Department will conduct a survey to determine the type of facilities which will best suit residents' needs. See Implementation Item No. 17.

Explanation:

Future redevelopment in Parkdale will alter the current population profile. This change will place demands for a variety of recreational facilities.

PEDESTRIAN CIRCULATION

POLICY 10.1

It is the Policy of Council that:

An open space network which will link the community's major activity centres, schools, and the LRT stations will be developed.

Objective:

To provide a safe and convenient pedestrian access to the community's major activity centres.

Summary of Action:

The Planning and Parks and Recreation Department will include this policy in their plans and programs as indicated in the Schedule F.

Explanation:

This policy will implement General Municipal Plan Objective 15.C: "To create a pedestrian system and street environment which is pleasant, safe and attractive and provides for the convenient movement of pedestrians."

The busy arterial roadways isolate portions of the community thereby creating hazards to pedestrian movement. Expected increases in population in the selected areas for redevelopment will create a demand for a defined pedestrian network.

POLICY 10.2 — PEDESTRIAN CIRCULATION

It is the Policy of Council that:

A grade-separated pedestrian crossing be incorporated into the design and construction of the proposed roadway improvements at 112 Avenue and the LRT crossing.

Objectives:

To facilitate resident useage of LRT.

To promote residential redevelopment in proximity to the Stadium LRT station.

Summary of Action:

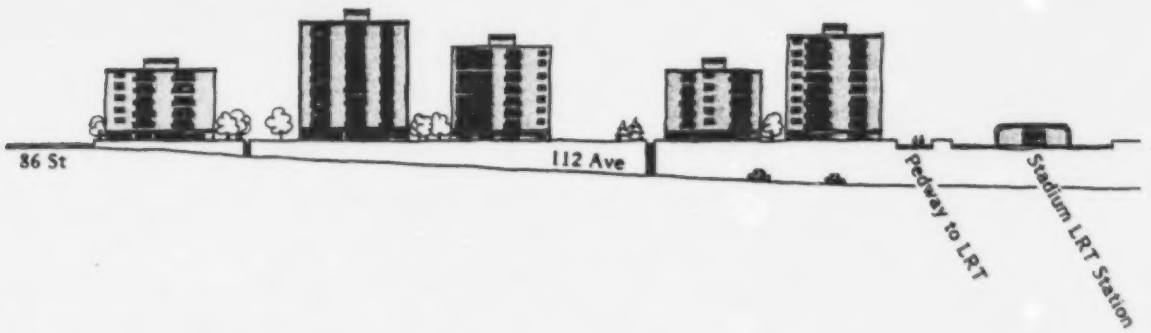
The Engineering and Transportation Systems Design Departments will review and if feasible incorporate a grade separated pedestrian crossing into the construction of the proposed roadway improvements. See Implementation Item No. 13(b).

Explanation:

Presently there is no direct pedestrian crossing on 112 Avenue between the Stadium LRT station and the proposed high- density residential redevelopment area in Parkdale. If no crossing is provided at 112 Avenue at the LRT, most of the area proposed for redevelopment will be outside of the 350 meter distance - the maximum distance residents are willing to walk to a transit facility.

As well, 112 Avenue is a major east-west arterial in the City. Proposed roadway improvements involve widening of 112 Avenue to 6 lanes divided with limited turning access. These improvements will make safe pedestrian crossings even more difficult than is presently the case.

Proposed Pedestrian Connection to Stadium LRT Station



PEDESTRIAN CIRCULATION — POLICY 10.3

It is the Policy of Council that:

Three additional pedestrian crossings be provided in Parkdale.

Objective:

To increase pedestrian safety within Parkdale and to areas immediately adjacent to Parkdale.

Summary of Action:

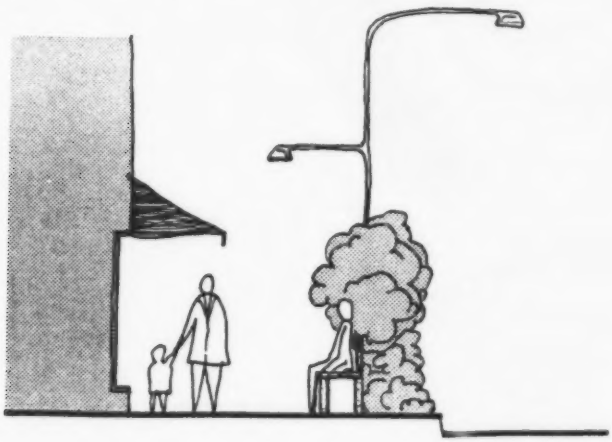
The Engineering Department will review and if feasible implement these improvements as indicated in the Implementation Item No. 13(a) and Schedule F.

Explanation:

The improvements directed by this policy will encourage pedestrian safety and accessibility along 118 Avenue and between neighbourhood community and recreational facilities.

POLICY 10.4

PEDESTRIAN CIRCULATION



It is the Policy of Council that:

A program of street landscaping to include sidewalk lighting, paving, furniture and landscaping will be undertaken for the southside of 118 Avenue from 89 Street to the LRT tracks. Funding is to be provided from existing and future business establishments.

Objectives:

To aesthetically upgrade the street environment

To encourage pedestrian activity on 118 Avenue

Summary of Action:

The Parks and Recreation and the Planning Departments will provide input into the 118 Avenue Corridor Study.

Explanation:

A street landscaping program will make the 118 Avenue commercial strip more attractive and convenient for pedestrians and contribute to the identity of the area.

A street landscaping program will complement the landscape program already implemented on the north side of 118 Avenue between 95 Street and 82 Street.

118 Avenue Corridor Study: A business improvement study for 118 Avenue between 97 Street and 77 Street has been initiated by the Planning Department. This study will examine the impact of land use designations and regulations, parking in addition to street landscaping.

It is the Policy of Council that:

A revised bicycle route be provided in Parkdale.

Objective:

To improve existing bicycle route connections within Parkdale and to areas adjacent to Parkdale.

Summary of Action:

The Engineering and Transportation Management Departments will review and if feasible, implement improvements to the bicycle route network within Parkdale as indicated in the Implementation Item No. 13(c) Schedule C2.

Explanation:

General Municipal Plan policy 8.F.3 provides that, "The City will develop and maintain a city-wide bikeway network for both utilitarian and recreational purposes."

The proposed bike route utilizes Fort Road and as such contributes to the overall scheme of having Fort Road serve local traffic, pedestrians, and cyclists rather than through-traffic. See Policy 8.1

The proposed bike route will shorten the existing route on 80 Street, an arterial, thus improving cyclist safety.

POLICY 11.1

COMMUNITY SERVICES

It is the Policy of Council that:

At the end of five years following adoption of this Bylaw the City will review the provision of health, educational, and social services designed for children and the elderly in the Parkdale area.

Objective:

To provide adequate social and recreational programs and facilities to accommodate increased numbers of children and the elderly resulting from redevelopment in the community.

Summary of Action:

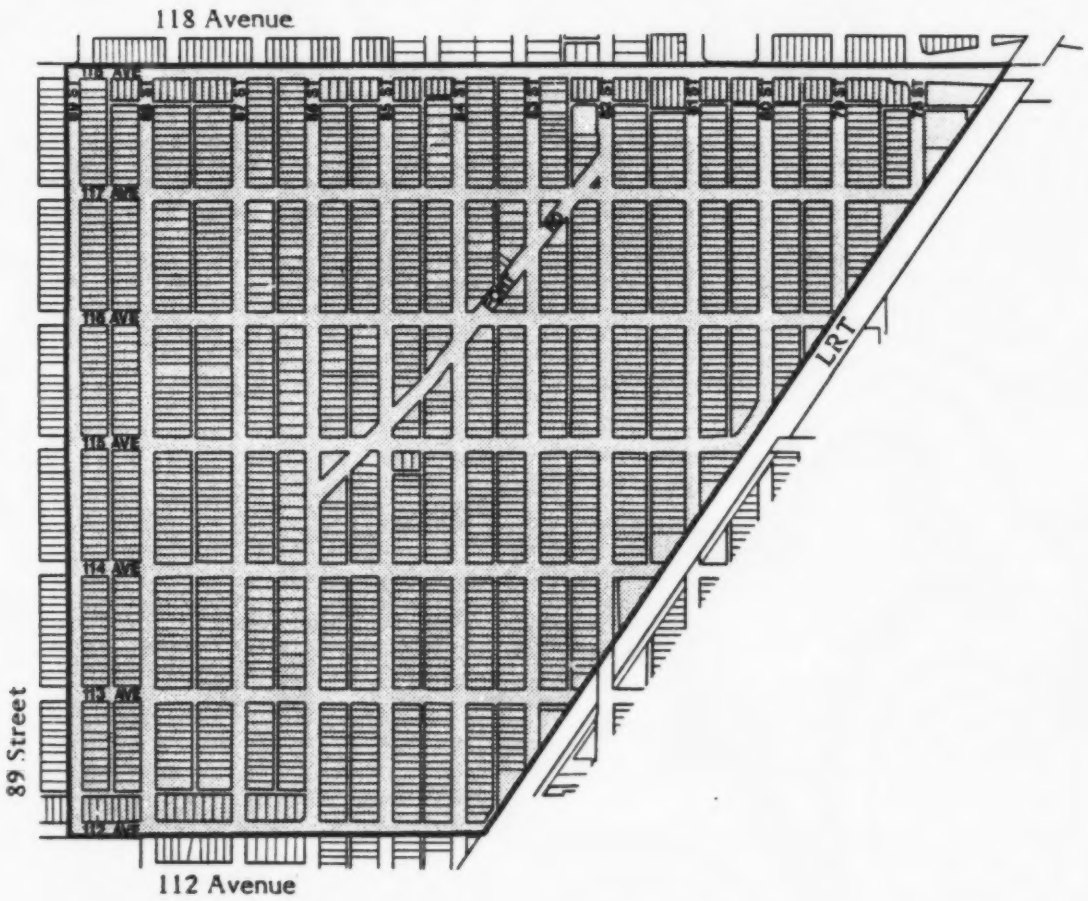
The Parks and Recreation Department Social Services Department, Edmonton Board of Health, Edmonton Public School Board and the Edmonton Seperate School Board will investigate the feasibility of implementing new programs as outlined in the Implementation Item No. 17.

Explanation:

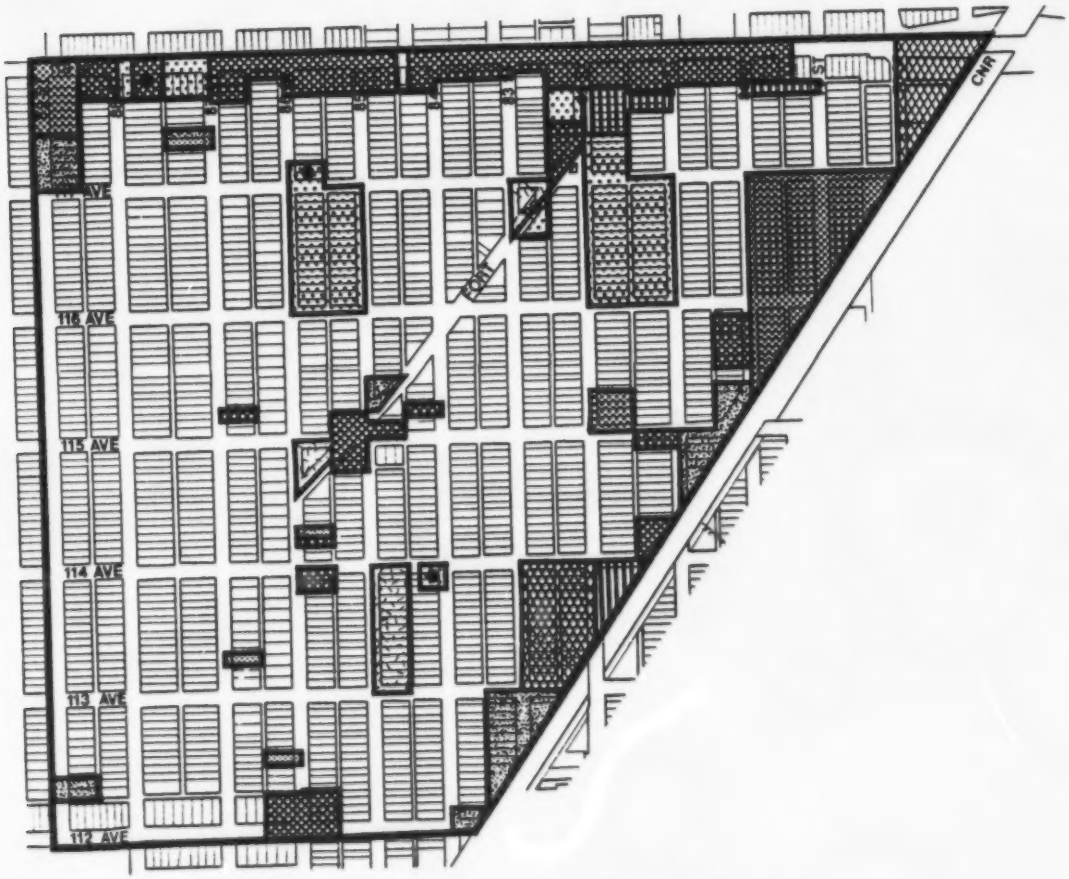
The Parks and Recreation Department has identified potential crowding of existing facilities and programs directed towards children if family-suitable housing is developed further in Parkdale.

The Parks and Recreation Department has also identified the potential need for more recreational programs and facilities directed towards seniors given the general ageing of the population and the establishment of several senior citizens complexes in Parkdale and nearby neighbourhoods.

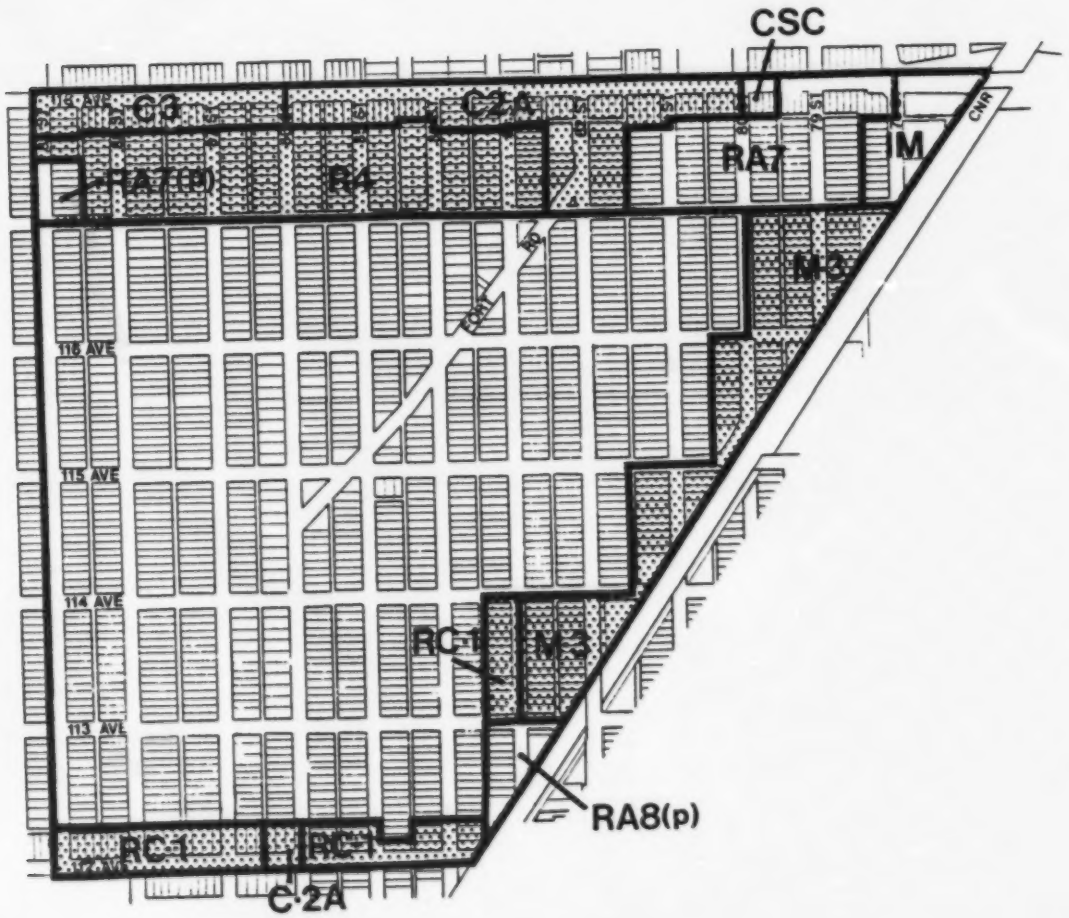
SCHEDULE A
PARKDALE AREA REDEVELOPMENT PLAN BOUNDARIES



SCHEDULE B1
MAJOR LAND USES (EXISTING)



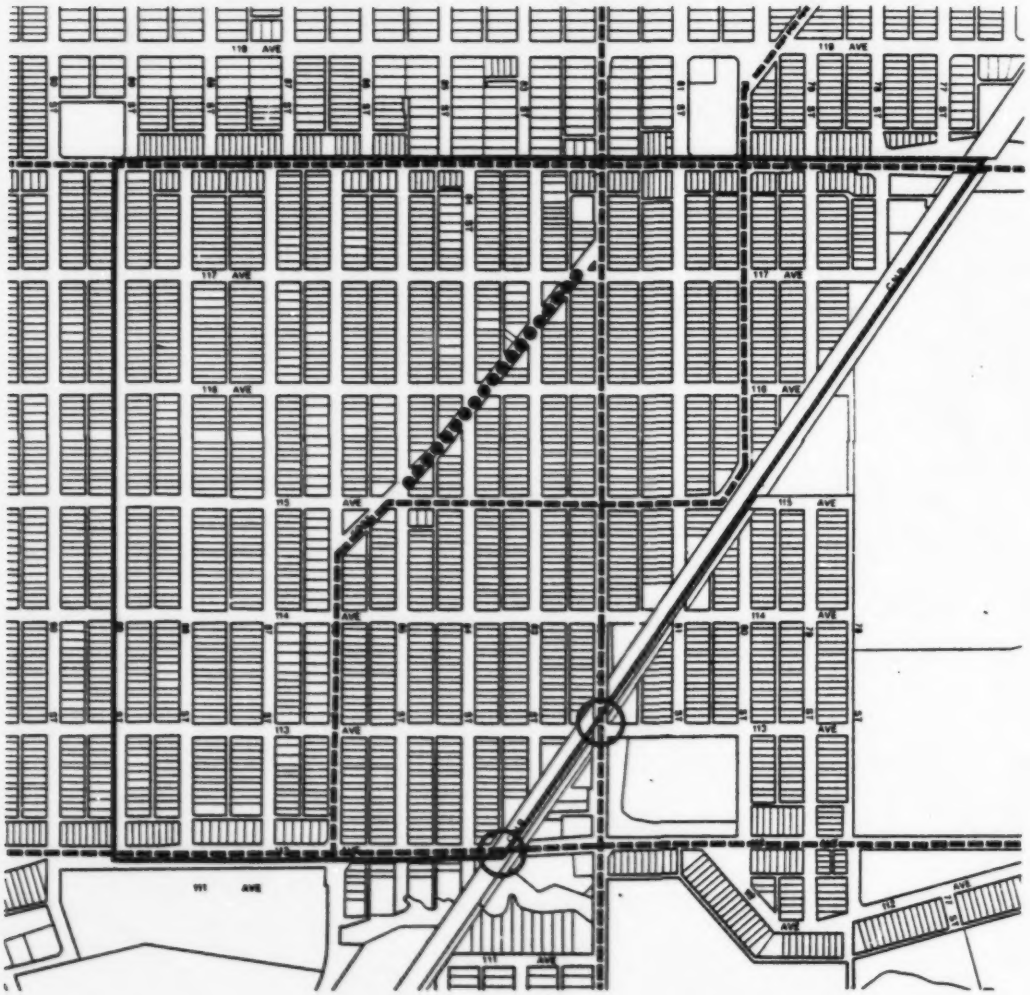
- Residential
- Commercial
- Parks
- Public Utility
- Institutional
- Industrial
- Vacant property
- Parking lot
- Derelict structure
- Churches



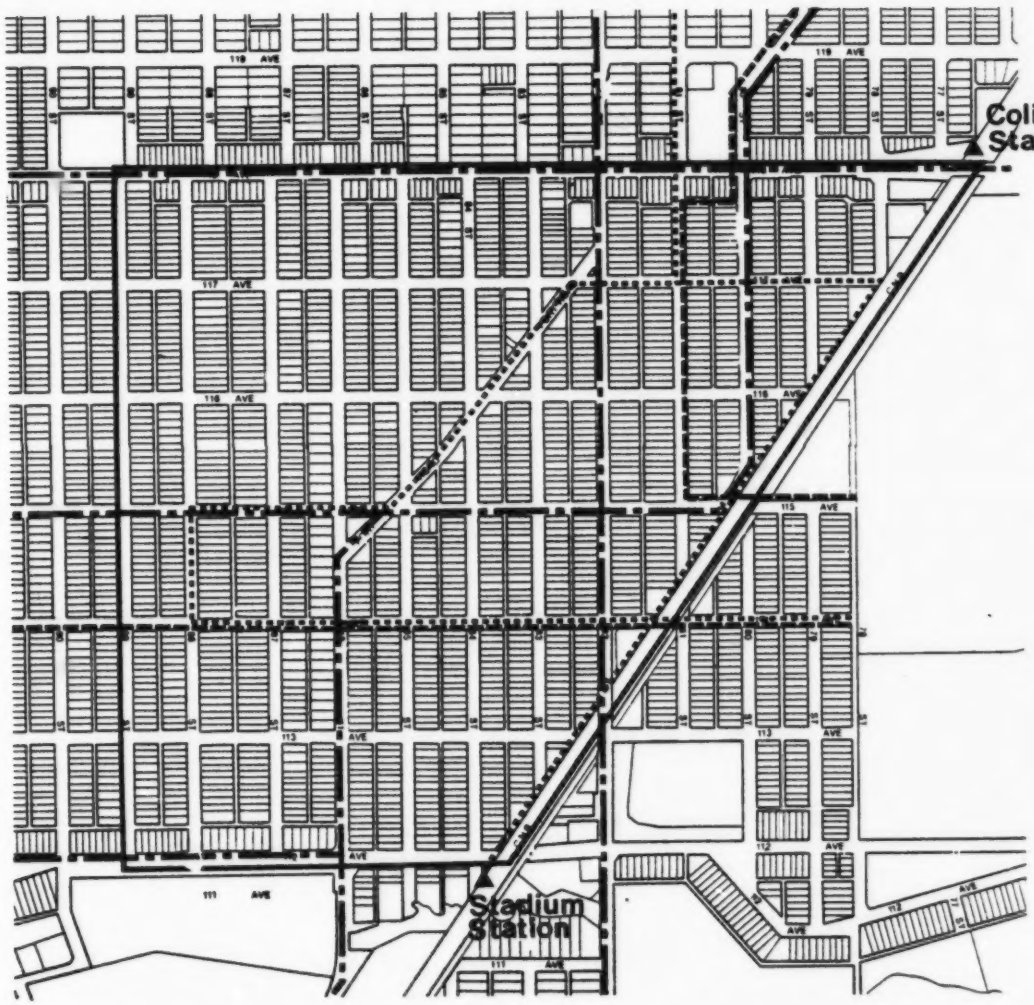
DC3 - TEMPORARY HOLDING DISTRICT

Provides a direct control district to temporarily control development of land which has authorized the preparation of an Area Redevelopment Plan.

SCHEDULE C1
ROADWAYS AND PROPOSED IMPROVEMENTS

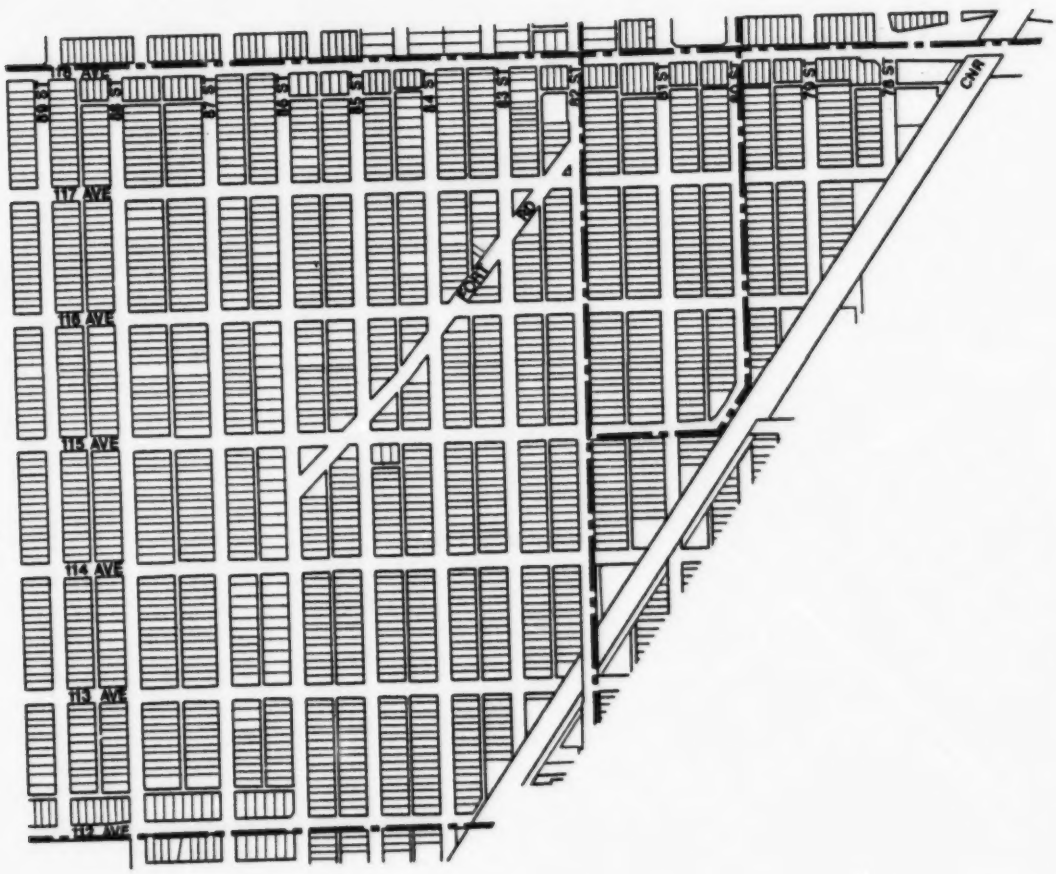


Existing arterial network
Major road/intersection improvements
Road closures/realignments



▲ LRT and station
– – – Bus routes
–·–·– Existing bicycle routes
····· Proposed bicycle routes

SCHEDULE D
LONG-TERM ARTERIAL NETWORK

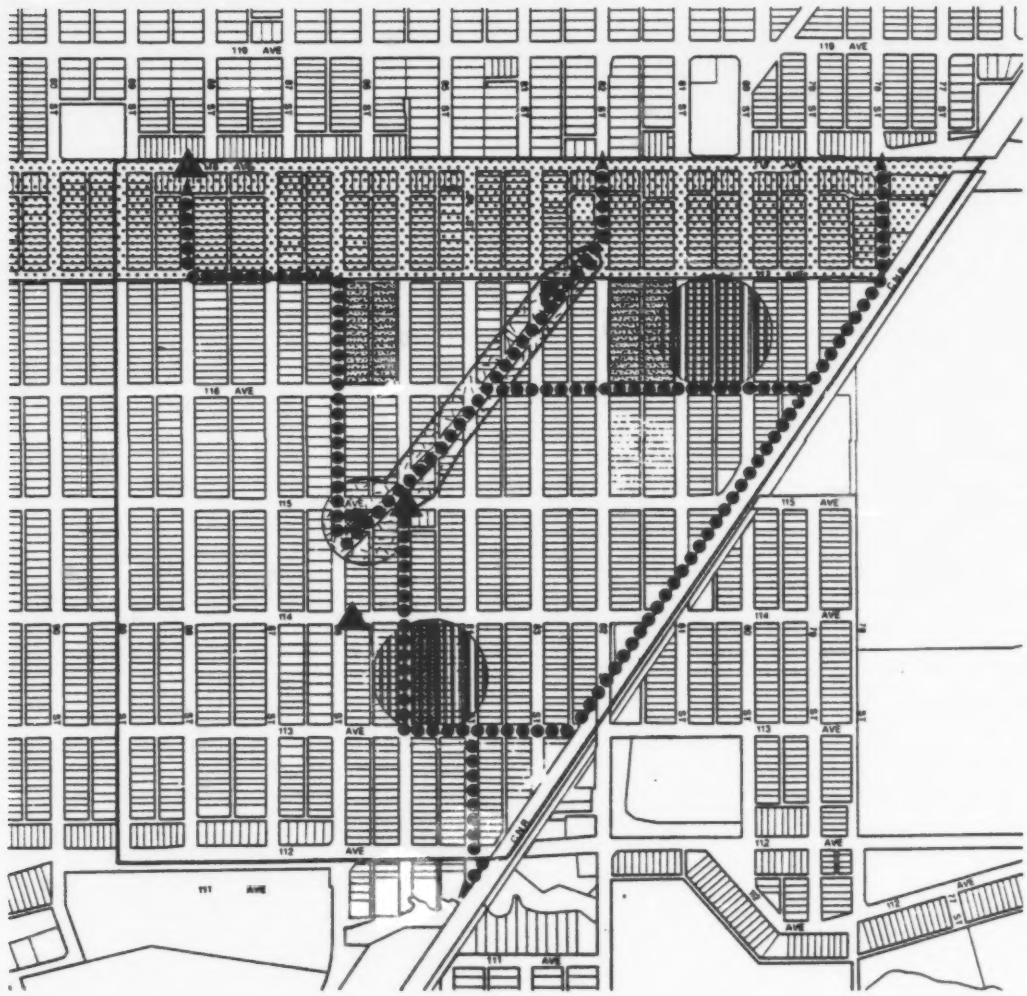


Arterial Roadway

▪▪▪▪▪▪▪ 24 hours

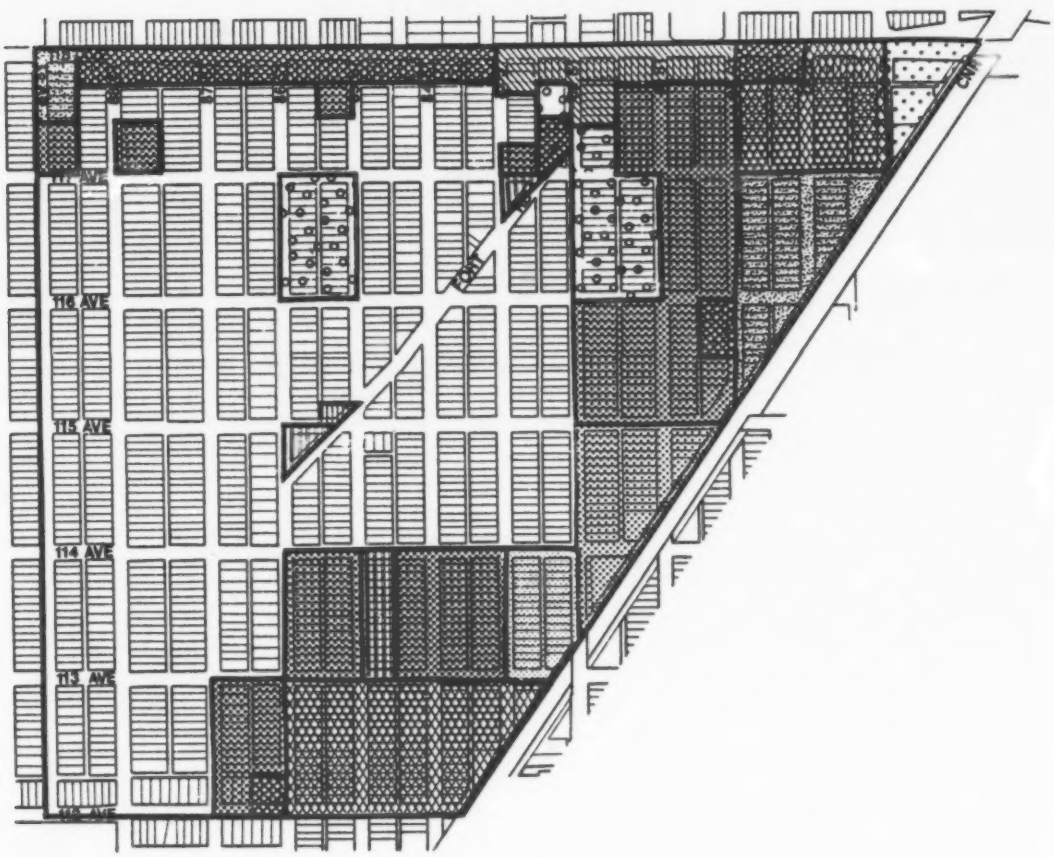
– – – 07:00-23:00

SCHEDULE F
PROPOSED PEDESTRIAN CIRCULATION/ OPEN SPACE NETWORK



- Park (Existing)
- School grounds (Existing)
- Proposed areas for long-term park acquisition
- Proposed pedestrian crossing
- Proposed pedestrian walkway system
- Fort Road urban design study
- 118 Avenue corridor study

SCHEDULE G
PROPOSED LAND USES



- Low density redevelopment
- Low rise apartment
- Medium-rise apartments
- Residential mixed use
- High rise apartment
- Neighbourhood convenience
- Low intensity business
- Commercial office
- General business
- Parks
- Public utility
- Urban services

SCHEDULE G
PROPOSED LAND USES

This section outlines the proposed land uses in the Parkdale Area Redevelopment Plan. It is povided for the convenience of the public and for the guidance of the Development Officer in considering proposed developments and exercising discretion pursuant to the Land Use Bylaw.

Where specific provisions affecting the consideration of Discretionary Uses are indicated, the Development Officer will use them in his discretion to approve, refuse or impose appropriate conditions on a development of a discretionary use in order to implement the specific provisions of the Plan, pursuant to Section 17 of the Land Use Bylaw.

Where specific provisions affecting the consideration of Discretionary Uses or regulations altered by Statutory Plan Overlay are not indicated, the regulations of the Land Use Bylaw pertaining to the District apply.

RF3 - LOW DENSITY REDEVELOPMENT DISTRICT (SECTION 140, LAND USE BYLAW)

Area of Application:

The area west of 82 Street, between 118 Avenue to the north and 112 and 114 Avenue to the south designated as RF3 in Bylaw 6766 amending the Land Use Bylaw.

Rationale:

To provide a district primarily for single-detached and semi-detached housing with small-scale conversion and infill redevelopment, to achieve the objectives of Policies 2.1, 3.1 and 3.5 of this Plan.

Specific Provisions Affecting Consideration of Discretionary Uses

The Development Officer shall have regard for the following guidelines when considering apartments, row and stacked housing containing 4 units:

1. Location shall comply with one or more of the following:
   a) corner lots
   b) properties fronting and/or abutting arterial roadways.
   c) sites presently isolated by existing apartment development or on properties abutting a commercial or higher-density use.

2. Compatibility of the siting, grade elevations, height, building types and materials characteristic of surrounding development.

RA7* - LOW RISE APARTMENT DISTRICT
(SECTION 210, LAND USE BYLAW)

Area of Application:

The area located south of 118 Avenue and north of 115 Avenue between 80 and 82 Streets and the area located south of 114 Avenue and north of 113 Avenue between 83 and 86 Streets designated as RA7* in Bylaw 6766 amending the Land Use Bylaw.

Rationale:

To provide a district of low rise medium density residential use with some family oriented units in areas close to shopping and transit facilities, neighbourhood schools and recreational facilities in order to achieve the objectives of Policies 2.3, 3.2 and 3.3 of this Plan.

RA7 - LOW RISE APARTMENT DISTRICT
(SECTION 210, LAND USE BYLAW)

Area of Application

The area east of 82 Street, south of 115 Avenue and adjacent to the LRT right-of-way and the existing residential uses between 117 and 118 Avenues and between 82 and 89 Streets, designated as RA7 in Bylaw 6766 amending the Land Use Bylaw.

Rationale:

To provide a district for low rise, medium density residential uses to achieve the objectives of Policies 2.3, 3.4 and 3.5 of this Plan.

RA9*1 - HIGH RISE APARTMENT DISTRICT
(SECTION 230, LAND USE BYLAW)

Area of Application:

The area between 86 and 83 Streets south of 113 Avenue and north of 112 Avenue, designated as RA9*1 in Bylaw 6766, amending the Land Use Bylaw.

Rationale:

To provide a district for adult-oriented, high density residential use in an area immediately adjacent to the Stadium LRT Station and to a major arterial roadway in order to achieve the objectives of Policies 2.1, 2.2, and 3.7 of the Plan.

RA9*2 - HIGH RISE APARTMENT DISTRICT
(SECTION 230, LAND USE BYLAW)

Area of Application:

The area south of 118 Avenue, between 79 and 80 Street and north of 117 Avenue designated as RA9*2 in Bylaw 6766 amending the Land Use Bylaw.

Rationale:

To provide a district for adult-oriented, high rise residential use in an area unsuitable for family oriented accommodation and close to the Coliseum LRT station. The district will also provide a transition between a high-rise commercial office use to the east and low rise apartment housing to the west and will achieve the objectives of Policies 2.1, 2.2 and 3.8 of this Plan.

RMX - RESIDENTIAL MIXED USE DISTRICT
(SECTION 240, LAND USE BYLAW)

Area of Application:

The area between 82 and 83 Streets, north of 113 Avenue and south of 114 Avenue, designated as RMX in Bylaw 6766 amending the Land Use Bylaw.

Rationale:

To provide a district for higher density residential uses with some family oriented units in an area close to the Stadium LRT station. Guidelines for development will minimize the extent and impact of the higher densities on adjacent residential areas in order to achieve the objectives of Policies 2.1, 2.2 and 3.6 of this Plan.

CB1 - LOW INTENSITY BUSINESS DISTRICT
(SECTION 330, LAND USE BYLAW)

Areas of Application:

1. The area south of 118 Avenue, between 82 and 89 Streets and the existing commercial uses located at 82 Street and 117 Avenue, 86 Street and 112 Avenue and 80 Street and 116 Avenue designated as CB1 in Bylaw 6766 amending the Land Use Bylaw.

Rationale:

To provide a district for retail services uses and small-scale office commercial uses adjacent to low and medium density residential areas to achieve the objectives of Policies 2.1 and 4.1 of this Plan.

Specific Provisions Affecting Consideration of Discretionary Uses:

The Development Officer will have regard for the following guidelines when reviewing development applications for Discretionary Uses:

1. Commercial uses will be of a small scale and low intensity.

2. Discretionary Uses are discouraged which require a large portion of the site for surface parking, display of products, or queuing space, such as the following uses:

   a) Automotive equipment and repair shops.
   b) Automotive/minor recreational vehicle sale/rentals.
   c) Funeral services.
   d) Non-accessory parking.
   e) Spectator entertainment establishments.

CB2 - GENERAL BUSINESS DISTRICT
(SECTION 340, LAND USE BYLAW)

Area of Application:

The area south of 118 Avenue between 80 and 83 Streets designated as CB2 in Bylaw 6766 amending the Land Use Bylaw.

Rationale:

To provide a district for general business uses which will reinforce the existing commercial node at 118 Avenue and 82 Street and is compatible with existing medium intensity business uses. A general business use is consistent with commercial development on the north side of 118 Avenue and will achieve the objectives of Policies 2.1 and 4.3 of this Plan.

CO - COMMERCIAL OFFICE DISTRICT
(SECTION 360, LAND USE BYLAW)

Area of Application:

The area located south of 118 Avenue, east of 78 Street and adjacent to the LRT designated as CO in Bylaw 6766 amending the Land Use Bylaw.

Rationale:

To provide a district for commercial office use which has good access to the Coliseum LRT station and provide an employment center on the LRT line. This district will provide some parking facilities for Edmonton Northlands patrons and will achieve the objectives of Policies 2.1 and 4.5 of this Plan.

Specific Provision Affecting Consideration of Discretionary Uses:

1. The Development Officer shall have regard for the following guideline:

    a) The maximum permitted height shall be 40 m or 10 storeys.